THE

# Hongkong Weekly Press

AND

# China Overland Trade Report.

VOL. XLIII.] HONGKONG, THURSDAY, 21ST MAY, 1896. No. 21.

## CONTENTS.

Epitome of the Week, &c. ..... 417
Leading Articles:—
Preventive Medicine. The Jenner Centenary ... 418
Mining in China ..... 418
The Plebiscitum on the Sanitary Board Question .. 419
Official *versus* Unofficial Control in Municipal Matters ..... 419
The Chamber of Commerce and Political Questions. 420
A Conservancy Board for the Whangpoo ..... 421
The Bank Rate of Interest ..... 421
The Customs Revenue and the Volume of Trade ... 421
An Official or Unofficial Sanitary Board.- Poll of the British Residents ..... 421
Supreme Court ..... 422
The Unveiling of the Queen's Statue ..... 423
Hongkong General Chamber of Commerce ..... 423
The Late Captain Vesey ..... 427
The *Onwo-Newchwang* Collision ..... 427
The Sugar Industry in Formosa ..... 429
The Stranding of the *Menmuir* ..... 430
Victoria Recreation Club ..... 431
A. S. Watson & Co., Limited ..... 431
Bell's Asbestos Eastern Agency, Limited ..... 432
Correspondence ..... 432
The Lawn Tennis Tournament Championship ..... 433
Hongkong Golf Club ..... 434
Hongkong Rifle Association ..... 434
Hongkong Volunteer Corps ..... 434
The Shanghai General Chamber of Commerce ..... 434
Hongkong and Port News ..... 436
Commercial ..... 436
Shipping ..... 439

### BIRTHS.

At Canton, on the 14th May, the wife of the Rev. W. BRIDIE, of a daughter. [1184

On Saturday, the 16th instant, at Belvoir Lodge, above Bonham Road, the wife of ALFRED HENRY MANCELL, of a son. [1203

At the Windsor Hotel, on the 19th May, the wife of Captain W. H. WATTON (*Tharawang*), of a son. [1218

### MARRIAGES.

At St. John's Cathedral, Hongkong, on the 19th May, by the Rev. L. Lloyd, JAMES ALFRED LOWSON, M.B., to ISABELLA JENNIE, younger daughter of Mr. Phillipp Reinhold Eugene LAMMERT. [1219

On the 25th April, at the residence of the U. S. Consul-General, by the Rev. J. C. Davis, of Tokyo, W. S. STONE, of Yokohama, to ADELE C. MORRISON, of Chicago.

On the 25th April, at Christ Church, Yokohama, by the Rev. E. C Irvine, M.A., FRANCES ERNEST WORTH, eldest son of Mr. F. Worth, Bristol, to LILLIAN GERTRUDE ABBEY, third daughter of Richd. Abbey, of Yokohama.

### DEATHS.

At the Government Civil Hospital, on the 14th inst., Dr. C. B. MARTIN, late Surgeon of steamer *Menmuir*. [1188

On Sunday, the 17th instant, at the Peak Hospital, AKID ROBERT ISAAC, aged 26 years, the dearly beloved son of WILLIAM and HONORIA KEW. (Melbourne papers please copy.) [1204

At Tokyo, on the 5th May, ALEXANDER STEWART HARPER, aged 38 years.

## ARRIVALS OF MAILS.

The American mail of the 16th April arrived, per P. M. steamer *City of Rio de Janeiro*, on the 14th May (28 days); the English mail of the 17th April arrived, per P. & O. steamer *Rosetta*, on the 16th May (29 days); and the American mail of the 25th April arrived, per O. & O. steamer *Gaelic*, on the 19th May (24 days).

## EPITOME OF THE WEEK.

The King of Siam was to leave Bangkok on his visit to Java on the 10th May.

It is reported that Russians have secured a coal mine concession in Ham Kiung-do, Korea, and Germans a gold mine concession in Ping-an-do.

Luzon was visited by a typhoon on the 17th May and telegraphic communication between Manila and Bolinao was interrupted until the morning of the 20th.

The Japanese authorities are credited with having resolved to exile all healthy Formosans found guilty of a breach of the new opium regulations. The exiles will be sent to the Hokkaido.

The Minister of the Japanese Imperial Household notified on 2nd May in the *Official Gazette* that Princess Yaeko, wife of Prince Komatsu Yorihito, has been divorced at her own request in consequence of illness.

Official telegrams have been received at Tokyo stating that the revised treaty between Japan and Norway and Sweden was signed on the 2nd May, and that ratifications of the treaty between Japan and Denmark were exchanged on the 6th May.

Dr. Carrington, the new Chief Justice of Hongkong, arrived on the 13th May and sat in court for the first time on the 18th, when the Attorney-General on behalf of the bar and solicitors made an address of welcome to his Lordship.

The annual meeting of the Shanghai General Chamber of Commerce was held on the 11th May. The chief topics discussed were the necessity for a Conservancy Board for the Whangpoo and an alteration in the bonded warehouse regulations.

We learn that a Customs staff for the frontier town of Szemao, in Yunnan, is to be appointed and will leave Canton probably next month. Mr. Carl, at present Commissioner at Mengtze, will take charge at the new station and will be succeeded at Mengtze by Mr. Spinney.

The E. and A. steamer *Menmuir*, which arrived here on the 12th May from Kobe, was ashore for several day at Imharu, in the Inland Sea. She left Kobe on the 30th April and went ashore next morning and it was not until the 5th that she got off. She sustained no damage.

Of the tenders for rails, etc., for the Peking-Tientsin railway that of Messrs. Back and Manson, representing the Barrow Hematite Steel and Iron Works, was the lowest, viz., Tientsin Taels 409,913, whilst Messrs. H. Mandl & Co.'s, who tendered for Messrs. Krupp & Co. of Essen, was the highest figure asked, namely, Tientsin Taels 487,626.

An anti-foreign riot took place at Kiangyin on the 12th May and the mission property was destroyed. The body of a child appears to have been surreptitiously buried within the mission compound by some evil disposed person, who then raised a disturbance, and, on the Magistrate arriving and the missionaries demanding a search, brought the body to light. The missionaries escaped.

The annual meeting of the Hongkong General Chamber of Commerce was held on the 13th May. A number of interesting questions were dealt with in the report and were touched upon in the Chairman's speech.

A poll of the British residents of Hongkong was taken on the 15th and 16th May on the question of whether there should be an official or unofficial majority on the Sanitary Board. The result was that 331 voted for an unofficial majority and only 31 for an official majority.

We understand that Colonel Sartorius, of the Royal Artillery, has been appointed Military Attaché to the British Legation in Tokyo. Colonel Sartorius possesses the Victoria Cross, a fact that speaks sufficiently for the distinguished character of his services. He is said to have intended leaving England for Japan early in April, but as the date of his arrival does not appear to have yet been officially intimated, we presume that some postponement has taken place.—*Japan Mail*.

Half of the second instalment of the indemnity to be received by Japan from China, amounting to £4,112,622 10s. 11d., was received at Berlin on the 7th May, by Mr. Hayashi Gonsuke, Japanese Consul at Berlin, and was deposited in the Imperial German Bank. The equivalent of 25 million taels (half the second instalment of the indemnity), together with 6,250,000, interest on the remainder, and 500,000 taels, expense of maintaining the Japanese garrison Wei-hai-wei, was duly received by the Japanese Minister at London from the Chinese representative, and paid into the Bank of England. The total amount of the second instalment will equal at the present rate of exchange something over 85,406,000 yen.

It is reported in native quarters that the wholesale smuggling of arms into China from Macao, which has been going on by junk for the past year or so, continues as briskly as ever. One of the causes is said to be that in the present condition of the country every village of any consequence, if it wishes to feel any security against being raided by the large armed gangs now committing depredations in all directions, requires some thirty or forty rifles for its defence. It is useless to appeal to the officials in connection with these raids, as they render no assistance, all their attention being taken up in extorting as many dollars as possible out of the people in the shape of some tax or another. The people have consequently to rely on their own resources for their defence if they do not wish to have the village pawnshop sacked and the well-to-do residents compelled, under threat of being killed, to deliver up any treasure they possess. But the facilities the legitimate purchasers of arms for their own defence find for smuggling them into the country are unfortunately equally availed of by the plundering section, who are probably still more alert in the matter. Both parties are willing to pay a good price for a good weapon. The marauders, who are associated in gangs of two and three hundred each, have in a number of cases that have lately occurred been armed with repeating carbines. These armed gangs of thieves may yet combine under one strong leader to upset the Government. If they were to abstain from plunder they would not want for support and a strong following from the mercantile classes.

## *PREVENTIVE MEDICINE.*

THE JENNER CENTENARY.
(14th May.)

To-day the Russian scientific world is giving an apt illustration of the saw that "prophets are not without honour save in their own country." EDWARD JENNER on the 14th May, 1796, made his first successful experiment in vaccination and so founded the science of preventive medicine. It is suggestive that the centenary of an incident so pregnant to the health of unborn millions is being passed over in oblivious silence in England, which now leads the world in public health, and is being commemorated in Russia, which is still in the dark ages as regards sanitation. Amongst other ways of emphasizing the event the Russian National Health Society offers handsome money prizes and honorific medals for the best essays on vaccination. As these essays may be written in English, it is to be hoped that JENNER's native land will figure in the contest.

Smallpox was formerly as great and as established an institution in Russia as the skin and zymotic diseases are now. The lower Muscovite classes exhibit, like our neighbours here, a conservative passion for dirt, and deliberately prefer to take their chance in its familiar environment than to be saved by sweetness and light. All lower orders are much the same in these matters: in enlightened Hamburg only three years ago the mob killed two sanitary inspectors during the cholera epidemic. Personal cleanliness out of Holland is a more modern dainty than people think: even the widely distributed British cold tub is a Victorian inovation hailing from India and basing its inception in comfort rather than in cleanliness. It is on record that our Great ELIZABETH wore her silk stockings till they dropped off the royal limbs, and of Russia's greatest monarch an English historian says that he dropped dirt, weeds and vermin as he walked.

Still, the Russian Government has long shown a keen interest in hygiene: it was amongst the first to adopt the Turkish practice of inoculation for smallpox, the Great CATHERINE being thus treated in 1761; and long before our sanitary efforts began their splendid work the Russians were applying themselves to vaccination. In 1805 the Schools of Medicine were founded with cow lymph and in 1811 vaccination laws were promulgated in the Czar's empire. Both the medical faculty and the clergy were bound by law to further it by precept and example. Each commune had its vaccinator, generally a very ramified official, who might claim and did claim impunity from breach of other duty if he could prove that vaccine inoculation had claimed his prior attention.

MACAULAY states that in 1685, an average non-sickly year, forty-three per thousand died in London; in 1845 the figures were twenty-five, a less than one-half, and this in the presence of an infinitely more congested population under much harder conditions of social struggle. It would be difficult to say how much of this vital betterment is due to preventive and how much to curative medicine; the former is not tractable to statistical methods; but if we amplify prevention into Public Health measures and bring in all that has been done by drainage, water supply, prevention of over-crowding, &c., we shall have to admit that it has done infinitely more than cure.

Preventive medicine was born one hundred years ago to-day; it had its origin in the sure practice but vague hypothesis of JENNER. Later on, allying itself with sanitations under the guidance of men like CHADWICK and PARKES and with chemistry and physiology under that of PASTEUR and KOCH it became the most fascinating as well as the most beneficient branch of human knowledge. Mr. HERBERT SPENCER once uttered a plaint that it had taken five thousand years of civilization to evolve a good easy chair; it is even more painful to reflect that it has taken an equal time for man to see and know his most deadly foes. Although JENNER started the science of modern prophylactics it was reserved for PASTEUR to show the *rationale* of the whole science and art. He found that many diseases were associated with minute living organisms—bacteria—living on the tissues and blood; that these organisms could be cultivated out of the body as well as in it; that by chemical re-agency they could be modified and their poisonous products so attenuated as not to kill when re-introduced into the body; nay, that they might even act adversely on the original organisms. The bacterium of cow-pox so modifies the human system as to render it immune to the more deadly organism of smallpox. Beginning with malignant anthrax in cattle PASTEUR and his school went on to attack and vanquish phylloxera in the vine, rabies in the dog, tetanus clockjaw in man; they are close on the track of diptheria; and cholera, tuberculosis, malarial fever, and spinal are even now within the vista of successful treatment. Cancer, scarlet fever, leprosy, and whooping-cough have defied the scientists so far, but their day may yet be short.

Such a bare recapitulation at least serves the purpose of bringing home to us what we owe to men like JENNER. Along with HUNTER, LISTER, CHADWICK, and SIMON, his is a name that ought to go down to remote posterity as a supreme benefactor of the race. These men have probably done as much for human happiness and for the lessening of human pain as all the statesmen, soldiers, and literary men of the century put together, and yet their age and country seems to conspire against their fame. A humble statue to JENNER in his native town alone testifies to the public honorification of one of the best and ablest men of our age. They certainly do manage these things better in France. PASTEUR, a greater man we acknowledge, but not a better, is honoured with a public funeral; his family is provided for by the state; his fame is justly trumpeted from every tribune in France, and whole crops of statuary and benevolent institutions are established in his honour. His death was an apotheosis. JENNER, his prototype, lies so low that only in Russia are the faithful few found to do him formal reverence.

## *MINING IN CHINA.*

The prospects of mining in China have always been fascinating. There are so many rich mineral deposits in the vast area comprised within the limits of the Eighteen provinces and Manchuria that it has ever seemed a marvel to Westerns that a utilitarian people like the Chinese, who will travel thousands of miles to other countries to search for gold, should have systematically neglected the treasures that lie at their feet. The Chinese have been the most successful tin miners in the Malay peninsula and in both California and Australia they showed themselves as susceptible to the *auri sacra fames* as their Caucasian brothers, while they exhibited far more patience in the quest, content to fossick on the ground deserted by the latter. Hardships and dangers are cheerfully braved by the Chinese miners, who will toil on for a very slender reward, allured by the pleasing uncertainty of the chase, the possibilities that appeal to the gambling spirit innate in the race. But while the Chinese miner will hazard much and endure great privations in pursuit of fortune on the gold field or in other mining enterprise, knowing that he may reap only a scanty reward, but buoyed up by the hope of striking some prize, yet he is shy of such risks in his own country because he knows that the argus eyed official would be ever on the watch to rob him of his hard won earnings. For this reason he has always been indifferent to this industry in his own country, even on the rare occasions and in the limited areas in which it has been sanctioned by the Government. The great objection entertained to mining pursuits by the Chinese Government in the past arose chiefly from the belief—probably the result of some experience in remoter times—that the employment begot a spirit of lawlessness and rowdyism among the miners, making them difficult to control, and constituting a danger to the maintenance of good order among them; that the pursuit of this calling tended to render the populace less contented, drew large numbers from agricultural work—ever regarded as the mainstay of the country—and swelled the ranks of the banditti, who were ready to prey upon the successfully industrious. Hence, as the mandarins disliked trouble, they were prepared to sacrifice possible gains to certain enjoyment of order and freedom from riotous outbreaks.

The drain of bullion necessitated by the payment of the war indemnity to Japan, however, has predisposed the Chinese Government to permit the opening of mines in various parts of the Empire, in the hope, of course, that the royalties obtainable will serve to replenish the exhausted coffers of the Treasury. In pursuance of this determination, the Governor of Kwangsi, by authorization of the War Department at Peking, has, we are told, lately issued a notification to the effect that as there are many mines in Kwangsi, merchants and others desirous of working them are invited to send in applications for permits to do so. It is added that the Government will afford all necessary assistance in such undertakings. No doubt, and will exact handsome payment for such assistance! Those who have had experience of the kind of assistance given by officials in the opening of mines would vastly prefer to be without it. The case of the Tamchow and the Taiyushan mines is one in point. At the Taiyushan mines—on the neighbouring island of Lantao—the company that undertook to work the mines of silver-lead there was saddled with the presence of two weiyuens, to each of whom it was expected to pay a monthly honorarium of something like Tls. 250, for looking on and practically exercising a close *espionnage* over the works. Small wonder that mining in Kwangtung has not been successful! Is there much chance of the mines in Kwangsi turning out more remunerative? There are plenty of mineral deposits, and some of them could, we are sure, be worked at a profit, but will the merchants care to embark in such speculations without some very explicit guarantees that they will not be interfered with in the development of the properties? We feel confident there will be little or no response to the invitation of the Governor of Kwangsi. Chinese capital is exceedingly shy of investment when the voice of the mandarin is heard to woo it.

Even in such a place as Hainan, where it might be thought the official was not so much in evidence, and there are great undeveloped mineral resources, there is an absence of enterprise in this direction owing to the utter want of confidence felt by the people in the officials. In the island, on one of its coasts, there are valuable and extensive copper mines which have never yet been profitably worked. There are mines of various kinds in Kwangtung, some of which are no doubt of great value, and even in the small strip of territory to be included in the proposed new limits of the colony some minerals might be discovered. At any rate limestone is to be had there, which would be a boon to more than one industry in the colony, if it could be secured. But unless the Central Kingdom is administered by some Foreign Empire, it is vain to think of any considerable development in mining, for the reasons above adduced. There are plenty of valuable mines in China, but under the existing administration they are practically as inaccessible to private enterprise as if they were situated in some deadly valley in Siam where malaria mounts guard and prevents the possibility of their being worked.

## *THE PLEBISCITUM ON THE SANITARY BOARD QUESTION.*

(13th May.)

The British unofficial community will be asked on Friday and Saturday next to express its opinion, by ballot, on the question of the composition of the Sanitary Board. The taking of this ballot has been arranged unofficially, but it is believed that the Government will allow itself to be influenced in its ultimate decision by the voice of the public thus formally expressed; and on that reasonable of frame mind, if it really exists, the Government is to be congratulated. We do not know whether there is to be canvassing, either on the one side or the other, but doubtless the question at issue will be keenly discussed wherever men gather together. The principle at stake is an important one for the colony and any man who abstains from voting upon it, whether his opinion be for or against an unofficial majority, will, as it seems to us, be neglecting a grave public duty. We have had public ballots in the colony to ascertain local opinion, when a general election was in progress in England, and it may justly be held that there is some value attaching to such an expression of opinion, but at the same time many may regard it as mere "play pidgin" without practical effect either one way or the other and therefore beneath their dignity. But there is no "play pidgin" about the ballot to be taken on Friday and Saturday next; it is a matter of grim earnest and the opinion recorded by the majority will have a direct effect on the future welfare of the colony.

The question at issue is whether we are to be ruled entirely by officials or whether the community is to be allowed some voice in the management of its own local affairs. There can, we think, be but one answer to such a question, for the love of free institutions is inherent in the British race, and not less so, we believe, in the Britons resident in Hongkong than in their brothers in the home country or in the self-governing colonies. It is recognised that our meed of local self-government can under any circumstances be but a small one; we cannot claim to direct Imperial policy even in matters that most vitally affect us; but all purely local matters concerning only ourselves, matters in no way touching Imperial politics, matters that elsewhere throughout the empire are left to local authorities, we in Hongkong have an equal right to be allowed to manage for ourselves. It will be remembered that when the community desired to have electricity adopted for the illumination of our streets and Governor Sir WILLIAM DES VŒUX gave effect to the wishes of the public in that matter, he was censured by the Colonial Office for presuming to do so without first referring the question to Downing Street. An incident of that kind is an insult to an intelligent community. We recall it now as a striking illustration of the character of the rule to which the colony is at present subject; but it will be noted that the direct question on which the community is requested to express its opinion on Friday and Saturday does not refer to municipal matters in general or to public lighting in particular, but to sanitation alone; and it is the universal experience throughout the British empire, including India, that for the general improvement of sanitation the co-operation of the public, through legally elected representatives, is essential.

(18th May)

The vote of the British residents on the constitution of the Sanitary Board has resulted, as was to be anticipated, in an emphatic pronouncement in favour of an unofficial majority on the Board. The numbers were 331 in favour of an unofficial majority and 31 in favour of an official majority, so that the advocates of a popular constitution of the Board are in a majority of ten to one. The poll seems at first sight rather a small one. At the census of 1891 the resident male adults of British nationality, exclusive of the military and police, numbered 795, and at the present time it numbers probably not less than one thousand, so that even after deducting the members of the civil service it would seem that not more than forty per cent. of those eligible to vote took the trouble to go to the City Hall on Friday or Saturday. In estimating the significance of this, however, the changeable character of the community must not be lost sight of. Included amongst the so-called resident population are a very considerable proportion of recent arrivals whose interest in local politics has perhaps not yet been aroused, and to these must be added that section, to be found in all populations, who never concern themselves with any interests except those personal to themselves and who consequently never exercise their right of voting on public questions; but the large number of abstentions is probably chiefly to be accounted for by the very generally held opinion that the voting would result in a virtual walk over for the unofficial side and that therefore it would make no practical difference if any one stayed away. It is the universal experience in elections that when there is only a nominal contest the poll is a small one, and that the more evenly parties are divided, when it becomes essential for each to put forward its full strength, the larger is the number of voters. In the present case the poll, such as it is, may be taken as fairly representative of the public opinion of the colony and we are therefore entitled to conclude that at the outside not more than one in ten favours an official majority on the Sanitary Board. On the official side every vote was of the utmost importance and it may be assumed that no one who entertained a definite opinion against an unofficial majority would abstain from voting if he could possibly make it convenient to attend; whereas on the unofficial side to the credit of Mr. there were no doubt many abstentions for the causes above mentioned.

Will the emphatic expression of opinion on the part of the community, as indicated by the voting on Friday and Saturday, have any practical result? We think so. No good reason can be shown for altering the constitution of the Sanitary Board in the direction of eliminating the unofficial element, nor, indeed, has anything in the shape of argument been attempted in favour of that course, and now that it has been demonstrated beyond all dispute that the community is not indifferent on the subject but entertains very decided views in favour of an unofficial majority, the local Government would under any circumstances hardly venture to carry into effect the alterations it originally proposed, even assuming it had a free hand in the matter. But, if rumour speaks truly, the Government has not a free hand, the Secretary of State having given instructions that the constitution of the Sanitary Board is to be fixed in accordance with the wishes of the British community. If this be so, it is to be regretted that the statement was not officially made before the poll took place, so that the community might have fully understood the responsibility cast upon it. In that case the poll would probably have been larger and the pronouncement in favour of an unofficial majority still more emphatic, for the additional votes would mostly have been given on the one side, thus reducing the proportion in favour of an official majority from one in ten to perhaps one in fifteen or one in twenty. The poll as it stands —taken simply because half-a-dozen public spirited gentlemen thought it "expedient," and not in pursuance of any law or in compliance with any official order—is decisive and the opinion of the public thus expressed cannot be disregarded. All that remains to be done now is to proceed with the filling up of the vacancies on the present Board, and then to take the opinion of the Board, when it is thus legally constituted, as to what alterations are necessary in the existing law for the perfecting of the sanitary machinery of the colony. As to how the vacancies should be filled, the public, we think, would be well pleased to see the gentlemen who resigned last year taking up their old places again.

## *OFFICIAL VERSUS UNOFFICIAL CONTROL IN MUNICIPAL MATTERS.*

(16th May)

At the annual meeting of the Hongkong Chamber of Commerce held on the 9th April, 1892, Mr. E. MACKINTOSH, the Chairman at that time, in the course of some remarks on the proposed establishment of a Harbour Board, spoke of "the necessity of "establishing a body that shall have some "continuity, that knows what it wants and "how to provide for the many changes that "are necessary to suit the vast traffic that "uses these waters." "The present "system," the speaker continued, "is "effete; it never did initiate, nor could it "be expected to initiate, needed improve-"ments. It is not in touch with the class "that should regulate its own special wants. "Again, the Chamber has been met with "the remark 'Show us where we are in "fault.' It is not this we urge against the "present system, but we say, 'Give us the "power to regulate our own affairs and "we will show you that we will do better.'" What Mr. MACKINTOSH said with regard to the proposed Harbour Board might also

be used in support of the establishment of a Municipality and an unofficial majority on the Sanitary Board. It is not that the officials individually and personally are to be censured for neglect or incompetence; the colony has on the whole reason to be proud of its officials, but the introduction of the unofficial element in the control of affairs would, it is claimed, lead to a general improvement in the system. Not that the unofficials have any fear as regards their own position, in the event of Municipal Government being granted, provided always that they are endowed with the requisite industry and competence. The Municipalities of England are for the most part run on common sense business principles and liberal salaries are paid to competent men, salaries that in towns of importance compare very favourably with those paid in this colony to such of the officials as would elsewhere be the servants of a Municipality. Certainly we have no charge of illiberality in the treatment of their servants to bring forward, we think, against the Municipalities of Shanghai or the Municipalities of the Straits Settlements. In the latter case Government seems to be inspired with the policy of the Municipal Service as a means to keep it on a lower level than the Home Colonial Service, but again the Municipalities stoutly protect their own officials equal rights and privileges with those enjoyed by the members of the Colonial Service. The vote now being taken in this colony on the question of the Sanitary Board should be considered in the light of an attempt to censure the officials or to pass a vote of confidence. It is a question of principle that should not be obtruded themselves either on the one side or the other.

The officials claim, and we think rightly, that they can run the colony better with unofficial assistance or advice than the community is of opinion that unofficial assistance and advice—in short—would lead to improvement in the administration of affairs of the colony. Officials are public servants and they are in fact as well as in name, in the proper sense of the term "servant," in the same sense as doctors, lawyers, and other professional men are the servants of their clients in so far as they render their services. When a man builds a house he engages an architect to draw the plans, but it is he himself who determine what kind of a house he shall have and what he can afford to spend on it. So when a man goes to a lawyer to have his will prepared, he himself decides what the character of the will is to be, the lawyer supplying the technical skill required to draft it and at the same time offering any advice and pointing out any difficulties that may occur to him. A doctor, likewise, has to leave it to the patient or his patient's friends to say whether dangerous operation shall be carried out or not. So in municipal life it ought to be the public, through their properly elected representatives, that ought to have the final decision upon all questions of policy. Public officers must be engaged professionally in the higher grades, knowledge and ability to enable them to advise the Board under which they work as to what is required and as to the means by which it can best be carried out, but it is for the Board, not the officials, to decide. Professional bias is a dangerous factor, to be eliminated as far as possible in the management of public affairs. Take education for instance; if the determination of the educational policy of England were left solely and entirely to the scholastic profession the country would soon be standing aghast at the results, yet, other things being equal, a schoolmaster ought to know more about education than one who has never been engaged in teaching. In the same way it would be unsafe to leave medical legislation entirely in the hands of doctors, or building legislation entirely in the hands of architects, and, as regards legislation in general, it is notorious that lawyers make but indifferent legislators. But in no class does professional bias prevail more extensively than in the civil service of a Crown colony like Hongkong, and for the correction of that bias the introduction of the unofficial element in the management of the affairs of the colony is essential. And, for our own part, we would be very loth to be afraid to allow the officials a voice in the ballot on the constitution of the Sanitary Board, for, although each may think himself unbiassed, they all must feel the bias of their class and are at least as much convinced as Britishers in principle of the value of representative institutions.

## THE CHAMBER OF COMMERCE AND POLITICAL QUESTIONS.

Mr. McCONACHIE is to be congratulated on the excellent resumé he gave at the meeting of the Chamber of Commerce on Wednesday of the business that has come before the committee during the past year. Most of the subjects touched upon are well worn ones and there was little that was new to be said upon them, but the Chairman's speech gives an explicit statement of the present position of the various questions that so vitally interest the mercantile community. The chief interest of the meeting, however, lies in the question raised as to whether the Chamber should interest itself in political as well as in commercial matters. It would perhaps be a mistake to give this question undue importance, but it is not without point of interest, because the other questions touched upon are old friends as to which there is practically no difference of opinion, whereas this one is new and invites discussion. It will be remembered that last year at its first meeting the opinion of the Chamber upon the constitution of the Sanitary Board was invited. Referring to this invitation on Wednesday Mr. McCONACHIE said he strongly opposed the Chamber, which should remain a purely commercial body, having nothing to do with political or municipal matters. Mr. BIDWELL, on the other hand, held that though the Chamber was not originally intended to be a commercial body it had political privileges, including the appointment of a member on the Legislative Council; such being the case he did not see how the two could be dissociated; and, the health of the port having a great bearing on the commercial relations of the port, he thought the affairs of the Sanitary Board should be looked up by the Chamber. The Hon. T. H. WHITEHEAD expressed the opinion that, whilst the Government would do well to consult the Chamber more than it has done, yet it should only do so on matters affecting trade and commerce; as a cosmopolitan body the Chamber ought to have nothing to do with questions like the composition of the Sanitary Board; the Chamber was an association of foreigners and Britishers and it would be regretted which might in any way to disturb or mar the harmonious and the cordial friendly feeling which has ever existed between the various nationalities composing the Chamber.

It seems to us that it would be difficult and very undesirable to lay down any hard and fast rule in this matter. The Chamber has interested itself in political questions before and may have to do so again; practical common sense is the compass by which it must steer. As Mr. WHITEHEAD says, the Chamber is a cosmopolitan body, and it may seem anomalous that foreigners who happen to be members of the Chamber should be accorded a voice in local politics while Englishmen who are not members have to remain dumb, but the British constitution is full of anomalies and somehow they never seem to do any harm. As regards the foreign members of the Chamber of Commerce, it may be said without qualification that they have never once exceeded the bounds of good taste when political questions have come forward, much less indulged in action to which constitutional objection might be taken. As a matter of fact, on purely political questions the foreign members have usually remained silent, and we do not think there is much danger of a disturbance of the harmonious relations existing between the various nationalities in connection with political questions that may arise in the future. Hitherto the annual meeting of the Chamber of Commerce has been regarded as offering a fair field for any one who wished to deliver himself on any topic of local interest. At the meeting in 1886 this very question of the constitution of the Sanitary Board was brought up by Mr. MACEWEN, who said his excuse was that the meeting of the Chamber of Commerce was the only opportunity a member of the public had of drawing official attention to matters of municipal interest in the colony. It might be better if other opportunities were afforded, but so long as that is not the case it would be a public misfortune if the annual meeting of the Chamber of Commerce were absolutely closed to the discussion of political questions.

It must be freely admitted that the Chamber of Commerce is not an ideal association for the exercise of political functions, but as in the human body when one organ is absent or defective its work is thrown on to other organs in so far as they are capable of discharging it, so in the body politic when the proper machinery does not exist for the expression of public opinion such machinery as does exist must be made use of. Thus we find that in the past the Chamber of Commerce has concerned itself not only with sanitation and the constitution of the Sanitary Board, which may or may not be considered as coming within the proper purview of the Chamber on account of their direct bearing upon trade, but also with such purely political questions as the military contribution, the defences of the colony, the appointment of a Chinese Consul, the cost of administration, and the holding of the meetings of the Finance Committee of the Legislative Council in public instead of in private. Since the formation of the China Association the Chamber would no doubt consider that some of these questions belonged rather to the Association than to itself and would cheerfully hand them over to it, as it would also hand over the others to any properly constituted body competent to deal with them. They are all extraneous to the proper work of the Chamber, but so long as there is no other body to deal with them we do not see how the Chamber can safely shelve them. As regards the question of the constitution of the Sanitary Board, it seems to us that it was not beyond the

*C. Daily*
Government
nd two torpe
Kettin, through
sen.

competence of the Chamber to deal with, it if it thought fit; the mistake lay in the fact that a letter was addressed to the Government by the Chairman which there is now reason to believe did not accurately express the views of the Chamber. Arrangements have now been made for obtaining the views of the entire British community, so that it was not necessary for the Chamber to pass any formal resolution on the subject at the meeting on Wednesday. It will be noted, however, that Mr. WHITEHEAD, not with standing his deprecation of the introduction of political questions into the Chamber, did not refrain from discussing, and discussing very sensibly, the question of sanitation; and the Chamber must be held competent to pass resolutions upon any subject that it is competent to discuss. The whole question of the exercise of political functions by the Chamber resolves itself therefore into one of discretion; where there is any other organisation to deal with political matters the Chamber will naturally be glad to be relieved of functions that do not properly belong to it; where there is no such organisation it must itself do the best it can; but so long as it has to elect a member of the Legislative Council political considerations can never be entirely absent. If an election were to take place next week and two candidates offered themselves, one an advocate of the Sanitary Board and the other an opponent of that body, we venture to say the election would hang principally on that issue.

## *A CONSERVANCY BOARD FOR THE WHANGPOO.*

At the annual meeting of the Shanghai General Chamber of Commerce a good deal was said about the necessity of forming a Conservancy Board to control the navigation of the Whangpoo. Mr. HEWETT, the agent of the P. & O. Company, in the course of his interesting speech, said he thought most of those engaged in the shipping trade of Shanghai would agree that it was advisable the control of the river should be in the hands of a Board with authority to issue such regulations as might be considered best to minimise the risk of accident and also with power to enforce their observance by all vessels of whatever class or nationality visiting Shanghai. The Harbour Master has, it seems, drawn up rules which if only strictly adhered to would go far towards meeting the want, but there is no authority to enforce them and in many cases they are ignored. The recent disastrous collision at Woosung, resulting in such terrible loss of life, was mentioned by Mr. HEWETT as one argument in support of the demand for a Conservancy Board to regulate the traffic on the bar. The Court of Inquiry held to investigate the circumstances attending that collision was of the same opinion. The primary object of such a Board would be to enforce pilotage regulations and the special rules of the road to be observed, but it ought to have power also to enforce the provision of adequate life saving appliances on all vessels carrying passengers and to prevent overcrowding; in a word, to have the same control of the passenger traffic to and from Shanghai that the Hongkong Government has over the passenger traffic to and from Hongkong. It will be remembered that some months ago there was an intention of passing legislation for the control of British ships engaging in the passenger trade at Chinese ports, but it was urged with much force that there were grave objections to legislation of a character which would impose regulations enforceable only upon British shipowners, who would thereby be placed at a serious disadvantage with the numerous competing vessels of other nations, and that even if the regulations were accepted by all other Governments, inclusive of China and Japan, they would inevitably become inoperative against all but British vessels. That a necessity exists for the regulation of the passenger traffic, however, there can unfortunately be no question, and the way to bring it into existence would be to endow the proposed Whangpoo Conservancy Board with the requisite power, so that the regulations might be made applicable to all vessels alike so far as the port of Shanghai is concerned, which would mean bringing under control probably nine-tenths of the whole passenger trade of China carried in vessels of foreign type. To legislate British shipping out of the trade by imposing upon it onerous regulations not applicable to the shipping of other nationalities would do no good, as the trade would go on under the same conditions as before except that it would be under other flags; but legislation for the safety of passengers that would affect all nationalities alike would be beneficial in every respect. With the establishment of a Conservancy Board at Shanghai this might possibly be brought about.

## *THE BANK RATE OF INTEREST.*

At the annual meeting of the Chartered Bank of India, Australia, and China, the Chairman remarked that the tendency in the Further East was towards lower rates for banking accommodation. For the moment, however, that tendency seems to have been arrested, and the rates of interest ruling in the native market at Shanghai have of late been exceptionally high. The fact seems to be that the plethora of money which prevailed some time ago has been relieved by the demand which has arisen in connection with the establishment of industrial enterprises at Shanghai. During the long period of depression which existed the banks, in order to place themselves in a position to meet any emergency, restricted and gave attention to getting their funds as liquid a state as possible. The result was that when the depression passed the institutions were left with their coffers overflowing with ready cash, for which at the moment there seemed to be no employment. The rate of interest was accordingly reduced from seven to six per cent. to attract the demand and for a time it was believed that this would soon be followed by a further reduction. The general rise in the value of stocks, the more liberal credit offered, and, especially, the demand for money in connection with new industrial enterprises at Shanghai, have, however, relieved the banks of their surplus funds, and, instead of a further reduction in the rate of interest taking place in the near future, it seems more probable that the stringency which has lately made itself felt in the native money market may be reflected in the foreign market, though not to the extent, probably, of necessitating any increase in the rate of interest. The banks would be loth to take any step in that direction as long as they could avoid it, for on a previous occasion when interest was reduced and then raised again the consequences on the stock market were [illegible].

We (*N. C. Daily News*) understand that the Chinese Government has given orders for a cruiser and two torpedo-catchers to the latter Yard, Stettin, through the agents of Mr. [illegible] of Essen.

## *THE RUSSIAN SCARE AT CHEFOO.*

The scare raised with reference to Russian action at Chefoo resolves itself into a case of much ado about little. It is an ordinary case of disputed ownership of land and there is no reason to suppose that justice will not be done in the matter. The parties who claim that their vested rights have been infringed upon no doubt find it unpleasant to have such a dispute forced upon them, but disputes of an analogous character may, and we believe are not unlikely to, arise even in connection with the Praya reclamation in our own colony. In the Chefoo case the parties to the dispute happen to belong to different nationalities, so that diplomatic action becomes necessary for its adjustment, but it is altogether a mistake to elevate it to the dignity of an international dispute. Russia might be credited with having taken a province or a kingdom had she wanted it—we frequently do so ourselves—but to suspect her of wantonly appropriating a piece of privately owned land and turning out the rightful proprietor is as absurd as it would be to suspect the Czar of pocket picking. If the parties claiming to be the owners of the land in dispute are able to prove a good title and show that the Chinese authorities have no right to dispose of it there can be no doubt they will be allowed to retain possession.

## *THE CUSTOMS REVENUE AND THE VOLUME OF TRADE.*

In connection with the Chinese Customs revenue which appeared in this column a short time ago the non-expansion of the revenue proportionately to the increase in the value of the trade is accounted for by the rise which has taken place within the last few years in the value of most descriptions of merchandise, while the duty is calculated only on the quantity. Another consideration enters into the question, however, and when attention is drawn to this it will be seen still more clearly that there is no anomaly in the value of trade increasing with a stationary or decreasing revenue. There are many articles liable to duty which are now imported in very much greater quantities, such, for instance, as kerosene, which in 1886 only yielded Tls. 74,000 in value and which in 1895 yielded Tls. 15,622,000, whilst kerosene in 1886 was not of sufficient importance to enumerate in the returns, now appears to the value of Tls. 1,465,000. The long list of duty free goods in the tariff swells the value of trade but yields nothing to the revenue.

## *AN OFFICIAL OR UNOFFICIAL SANITARY BOARD?*

POLL OF THE BRITISH RESIDENTS.

16th May.

Yesterday afternoon, at 4.30 prompt, voting in the momentous poll commenced, and to-night the opinion of British subjects in the colony respecting the constitution of the Sanitary Board will be definitely known. Unlike most elections there is only one issue in the present case and that is not one which presents any difficulty whatever to the electors. The issue simply is, Shall the sanitary affairs of the colony be left in the hands of an official majority, or shall they be placed in the hands of an unofficial majority and be adequately controlled by them? Judging by the keen interest taken in the voting as soon as proceedings commenced yesterday afternoon the poll is likely to be a pretty heavy one, and in the course of two hours three hundred persons recorded their votes. The ballot is of course absolutely secret, so that the opinion of British subjects on the question will be ascertained in the safest possible manner. All

the gentlemen composing the Committee were present yesterday afternoon and they were kept busier perhaps than they expected On going into the room—the Chamber of Commerce room is being utilized for the purpose—the voter is asked his name by Mr. Francis or Mr. McConachie, who hands him a ticket bearing the appropriate word "Plebiscitum," and then a clerk records the name, and the voter goes behind a screen, where there is a table on which are two boxes. The first box is labelled "Unofficial Majority" and the second box "Official Majority," and into one of these boxes the voter drops his ticket and then issues out at the other end of the screen. The firs to vote yesterday was Mr. G. W. F. Playfair, who voted for—but the ballot is secret! The poll closed at 7.30 last night and will be re-opened at 4.30 this afternoon and closed at 7.30, when the counting of votes will be immediately proceeded with by Hon. Commander Hastings and Mr. A. Coxon.

18th May.

There can be no mistaking the feelings of the British residents respecting the constitution of the Sanitary Board, as the result of the poll, which was declared on Saturday night, shows that by a majority of 300 they are in favour of a Board consisting of unofficial members. Altogether 364 Britishers went to the poll, but as a matter of fact only 362 tickets were found in the ballot boxes, so that presumably the missing tickets were secretly stowed away into the pockets of two persons who had recorded their names and who preferred to play "fool pidgin" rather than use the tickets in a legitimate manner. The poll closed punctually at 7.30 and Hon. Commander W. C. H. Hastings and Mr. A. Coxon at once commenced counting the votes. At the conclusion of the count it was found that the number of tickets counted did not correspond with the number of names on the list and a re-count was made, but with the same result. Then Hon. T. H. Whitehead carefully went through the tickets, but still only 362 could be counted, and Mr. Ede, who acted as returning officer, decided to make a note of this fact in the official statement, which was as follows:—

| | |
|---|---|
| Number of voters on the list .. | 364 |
| Tickets in boxes ... ... .. ... | 362 |
| Votes for Unofficials ... .. ... | 331 |
| Votes for Officials ... ... .. .. | 31 |
| Majority for Unofficials .. .. | 300 |

## SUPREME COURT.

15th May.

IN SUMMARY JURISDICTION.

BEFORE MR. T SERCOMBE SMITH (ACTING PUISNE JUDGE.

THE ACTIONS AGAINST F. W. WATTS.

Mr. Hastings mentioned the three summary suits brought under writs of foreign attachment against Mr. F. W. Watts. The plaintiff in the first suit was Mr. W. Brewer, who sued for $616.84, in the second Messrs. Sassoon sued for $180, and in the third Mr. Frank Walker sued for $400. Mr. Hastings asked for judgment in each of the three cases.

Mr. Grist, who appeared for the debtor, objected to judgment being given then, as the Bankruptcy Amendment Ordinance directed that all proceedings against an adjudicated bankrupt should be stayed unless the consent of the Court had been obtained for the plaintiffs to proceed.

His Lordship agreed with Mr. Grist and adjourned the cases *sine die*.

18th May.

CRIMINAL SESSIONS.

BEFORE HIS HONOUR DR. CARRINGTON (CHIEF JUSTICE).

A HEARTY WELCOME TO HIS LORDSHIP.

His Lordship took his seat in Court for the first time as Chief Justice of Hongkong and nearly the whole of the members of the Bar assembled to offer him a cordial welcome. Among those present in the crowded court were—Hon. W. M. Goodman (Attorney-General), Mr. J. J. Francis, Q.C., Mr. H. E. Pollock, Mr. E. Robinson, Mr. A. B. Johnson (Crown Solicitor), Mr. V. H. Deacon, Mr. H. L. Dennys, Mr. E. J. Grist, Mr. H. J. Holmes, Mr. J. Hastings, Mr. K. Mounsey, Mr. J. Bowley, Mr. H. J. Looker, Mr. McBirney, and all the officers of the Court, whilst Hon. J. H. Stewart Lockhart (Colonial Secretary) sat immediately below his Lordship, who was accompanied on the bench by Mr. T. Sercombe Smith (Acting Puisne Judge).

As soon as his Lordship stepped on the Bench the Registrar called "Court" and everyone present stood while the usher read the formal proclamation, which nobody takes notice of, and the seats were resumed. After a short pause the Attorney-General rose, and the Acting Puisne Judge, the members of the bar, and the whole of the public also stood while the Attorney-General, on behalf of the bar, welcomed his Lordship.

The Attorney-General said—May it please your Lordship—On this the first occasion upon which your Lordship is presiding in this Court, permit me, on behalf of both branches of the legal profession in this colony, to offer you our hearty congratulations upon your appointment to the high and responsible office of Chief Justice of Hongkong. The traditions of the Bench have been most honourably and worthily sustained by your Lordship's predecessors. During the last fifteen years the Chief Justices of this colony have been, successively, Sir George Phillippo, Sir James Russell, and Sir Fielding Clarke. It has fallen to my lot as Attorney-General to bid a regretful farewell to the last two of these Judges. They were all three men respected by all classes alike, men of high and independent character, men of great ability. The mere fact that Her Majesty had selected your Lordship as the successor of such men would itself have been a guarantee of your possession of similar qualifications. But, indeed, the records of your previous career fully justify the selection. The many and varied legal appointments which you have already held in other colonies must have given you that practical experience of law and that knowledge of men and of affairs which conduce so much towards the successful administration of justice. When we bear in mind that not only are you a Companion of the Most Distinguished Order of St. Michael and St. George, but that you have had the honorary law degree of Doctor conferred upon you both by the English University of Durham and by the Scotch University of St. Andrews, we cannot doubt the valuable character of your past services, and we venture to trust that in the future your career will be as useful and as valuable as it has been in the past. In conclusion, allow me once more to congratulate your Lordship upon your appointment.

His Lordship, in reply, said—Mr. Attorney-General and members of the Bar, I am very grateful to you for the kind way in which you have tendered the congratulations of yourself and the other members of the Bar on my appointment to the distinguished office of Chief Justice of Hongkong. I am very sensible of the responsible and arduous nature of the duties of that office and I am also sensible of them from my knowledge of the fact that my predecessors for some time have been men of distinguished ability and high character; but while I apprehend that I shall not attain the high standard reached by these gentlemen, I yet feel that I shall derive from you gentlemen of the Bar every assistance in the performance of those difficult duties, and not only from the gentlemen of the Bar but from all the officers of the Court. I look to the officers of the Court to sustain me in the performance of those duties and I need not say I rely upon the assistance of my brother Judge. Soon after I was called to the Bar, a long time ago, I heard that the Bar of Hongkong held a very high position amongst the Bars of the British colonies. That reputation, as far as I know, has remained with it up to the present time, and from what I have seen of the gentlemen of the Bar, although they are not numerous in point of numbers, yet I fully believe they will always sustain that high reputation they have gained in the past. For my part I attach great importance to the fact of the colony being possessed of a strong and independent Bar. I think it is very valuable indeed in the administration of justice that such a state of things should prevail and I think it is also very valuable that good relations should exist between the Bench and the Bar, and I need not assure you that nothing will be wanting on my part to maintain that necessary good feeling. On my side I wish you every success in your profession and I hope I shall always find the Bar sustaining its very high reputation. In conclusion, Mr. Attorney-General, I take advantage of the opportunity of wishing you a very happy holiday.

A JURYMAN EXCUSED.

The Attorney-General—May I ask your Lordship whether you can see your way to excuse one of the common jurymen, Mr. Craddock. He has important duties in connection with the Canadian Pacific line, and it so happens that at the present time, just when a steamer is about to be dispatched—a very crowded steamer—the marine superintendent and the freight clerk are both absent, and if Mr. Craddock is away also there will no doubt be a great inconvenience to the public. As there is a full panel of common jurors I trust your Lordship will see your way to excuse Mr. Craddock's attendance.

His Lordship asked Mr. Craddock to stand forward and said—An application has been made by the Attorney-General for your release from attendance, and the General Agent of the Company has also written to the Deputy Registrar on the subject. I believe you are really wanted during the next few days by the Company which you serve?

Mr. Craddock—Yes, my Lord.

His Lordship—I think it was said that two other employes are absent?

Mr. Craddock—Yes, they are.

His Lordship—I think, Mr. Attorney-General, we might release Mr. Craddock on the understanding that if the number of jurors is short he will be sent for.

The Attorney-General—As your Lordship pleases.

THE ARSON CASE.

The Attorney-General—I have another application to make to your Lordship. There is a case of incendiarism—a charge of arson, and a special jury has been empanelled. The question is, which is the most convenient day to take the case. I have communicated with the counsel who appears for the defence and also with my learned friend Mr. Francis, who appears with the Attorney-General for the prosecution, and if it will suit your Lordship to take the case on Thursday morning at 10.30, that will be a convenient time for all parties.

His Lordship fixed the hearing of the case for Thursday at 10.30 and said the special jurors would be released until then.

MANSLAUGHTER.

Cheng Chang was charged with the manslaughter of Ma Sam Tong.

Hon. W. M. Goodman (Attorney-General) prosecuted, and the prisoner, who was undefended, pleaded not guilty.

The following jury tried the case:—Messrs. G. A. Caldwell, A. L. Naur, A. Muir, C. M. Adamson, C. A. M. de Jesus, A. S. Mahomed, and J. F. Leon.

The prisoner and another man quarrelled in Graham Street about 45 cents and the deceased man interfered as peace-maker and as a consequence the prisoner bit off a joint of his right hand little finger. The accused was arrested and sent to gaol by the Magistrate for three months for assault, but as the injured man afterwards died from the effects of the bite the prisoner was charged with manslaughter.

His Lordship mentioned the power he had under an Ordinance to question a prisoner, and the Attorney-General said the law was taken from the Indian Code. The Magistrate was also empowered to question a prisoner and he (the Attorney-General) thought it would be better for the administration of justice if that power were more frequently exercised. Whenever the power was used the Magistrate had to write down both question and answer on the depositions.

His Lordship—The English Legislature is contemplating altering the law as to the giving of evidence by a prisoner. A Bill is now before Parliament.

The Attorney-General—Yes, I was looking into that the other day, but the difference there would be that the prisoner would be liable to cross-examination by counsel. The law is a *via media*, and it is simply for the Judge to ask questions if he thinks fit.

His Lordship—I quite agree with you that it is a very valuable power, but it should be used with some discretion, and only where it might really throw light upon a case.

The jury found the prisoner guilty, and the Attorney-General mentioned the previous sentence passed upon the prisoner, and said he would write to his Excellency the Governor asking that the prisoner, having been convicted of the more serious crime of manslaughter, should be pardoned as far as the rest of the sentence in the other case was concerned.

His Lordship sent the prisoner to gaol for fifteen months with hard labour.

His Lordship—I see in this case that the prisoner was taken to see the dead body of the deceased man. I looked into the Ordinances, but could find nothing of that kind. Are you aware of any provision on the subject?

The Attorney-General—There is not any, my Lord. I do not know why it was done. Of course it might have been in the mind of the Magistrate or some other person—I do not know who was responsible—that the best thing to do would be to let the prisoner see the dead body, as that would satisfy him that it was really the man he had injured.

His Lordship—I hope the police will not do it again, as I do not think it is a convenient course to adopt.

The Attorney-General—It is not done under English laws.

His Lordship—Unless there is statutory authority for it I do not think it should be done. I hope the police will take note of that.

ACQUITTED.

Lai Ng Mai was charged with administering a drug to Mai Leung Kok with intent to injure him and also with stealing a gold ring, of the value of $40, a box of medicine, $150 in notes, and $4 in silver.

The jury in the first case were also sworn in this case and the prosecution was conducted by Hon. W. M. Goodman (Attorney-General.

In 1894 the prosecutor came from Peru with $1,000 which he had saved. He married the prisoner, who on 31st October, 1894, gave him as he alleged, a drug, robbed him of the property above mentioned, and then decamped. The defence was that the prosecutor got drunk on this particular night and as he repeatedly beat her she left him.

The jury found the prisoner not guilty and she was discharged.

LARCENY AND FORGERY BY A SERVANT.

Tong Check U was charged with stealing $14.77 belonging to Captain Welman.

The jury were as follows:—Fang Tang, C. M. Blake, H. Reeves, J. P. Xavier, F. H. Hohnke, J. J. Newell, and C. H. Lammert.

Hon. W. M. Goodman (Attorney-General) prosecuted and the prisoner was undefended.

The defendant was prosecutor's No. 1 boy and he was given money in March, 1895, to pay the compradore's bill of $24.50, but instead of paying the whole of the money he paid $8.90 on account and pocketed the difference.

The jury return a verdict of guilty and the prisoner was thereupon further indicted for stealing $14.30 belonging to Captain Welman and also with forging a receipt with intent to defraud. Prisoner was given money to pay the compradore's bill for January, 1895. He stole the money and forged a receipt. He told the police he thought that giving the compradore's name was the same as giving his own name.

The jury found the prisoner guilty on these two charges also, and sentence was postponed until Thursday, at ten o'clock.

May 19th.

IN SUMMARY JURISDICTION.

BEFORE MR. T. SERCOMBE SMITH (ACTING PUISNE JUDGE.)

TSAN YUEN SUI *v.* HONGKONG FIRE INSURANCE COMPANY.

The plaintiff, a single woman, of 9, Li Yuen Street, sought to recover $417.50 from the Hongkong Fire Insurance Company. Mr. Reece appeared for the plaintiff and Mr. Hastings (of Mr. Deacon's office) represented the defendants.

Mr. Reece said the claim was made under a fire insurance policy entered into by the parties and dated 27th December, 1894, the amount of the claim being loss sustained by a fire which broke out on the plaintiff's property at 309, Queen's Road Central, on 26th February this year, causing damage to the extent of $417.50. The premium on the policy, which was for $500, had been paid on each occasion it was due, and after the fire the plaintiff sent in her claim. A fire inquiry was held before the Magistrate at the Police Court on the 28th and 29th February and the result was that the Magistrate closed the inquiry and the premises were released. He (Mr. Reece) submitted that the depositions taken at the enquiry were not admissible in this case, except for the purpose of showing that there was an inquiry and also for the purpose of showing the results. Immediately after the fire Messrs. Jardine, Matheson & Co. wrote to the plaintiff for a sworn statement, and she furnished it on the 3rd March. The Chinese agent of the Company then discussed the matter with the plaintiff and made an offer of $200. Eventually, however, that offer was withdrawn and the matter was put into the hands of Mr. Deacon, solicitor, who, on the 21st March, wrote stating that his clients declined to admit the claim or pay any part of it. In consequence of that letter a writ was issued on the 22nd April and his Lordship made an order for a special jury, and pleadings were also filed, the petition being filed on the 30th April and the answer on the 7th May. In the petition plaintiff set forth that the property and clothing were insured for $400 and furniture and fittings for $100. She had paid for the renewal of the policy, and on the 26th February, while the policy was in full force, the premises were burnt and destroyed, the loss sustained being $417.50. In the answer the defendants stated that in one paragraph of the conditions printed on the policy it was set forth that if there was any false swearing, fraud, collusion, or wilful misstatements on the part of the person insuring the policy would be void. The defendants admitted there was a fire, but denied that the plaintiff had goods on the premises of the value of $417.50 and further denied that she had suffered any loss. They also stated that the statutory declaration of the plaintiff was false and fraudulent and therefore the policy became void. Counsel submitted that on the pleadings the issues to be tried were—Had the plaintiff any insurable interest in the property; and, Was the property on the premises at the time of the fire? Of course, if the property was not on the premises the policy was rendered void.

Mr. Hastings submitted that the second issue was, Did the plaintiff substantially make a false and fraudulent claim; and the third issue was, If the goods were on the premises what was the value of them?

The Court adjourned until Wednesday.

## *THE UNVEILING OF THE QUEEN'S STATUE.*

ARRANGEMENTS FOR THE NAVAL AND MILITARY DISPLAY.

The arrangements for the naval and military display at the unveiling of the Queen's statue next week have now been definitely decided upon and residents can be assured of witnessing a most imposing ceremony. About 1,900 troops will be formed up in line at open order on the Praya at five p.m., the Royal Navy and Marine Light Infantry being on the right flank, followed in succession by the Royal Artillery, Royal Engineers, Rifle Brigade, the Hongkong Regiment, and the Hongkong Volunteers, and the whole brigade will be under the command of Colonel Anstey. On the arrival of His Excellency the Governor the troops will shoulder arms and Colonel Anstey will give the command for the general salute and the troops will present arms. Then the Royal Standard, which will be over the Governor's box on the grand stand, will be unfurled, and two addresses will be given, one of them by Hon. C. P. Chater, who will ask His Excellency the Governor to unveil the statue, and the other by His Excellency. A *feu de joie* and afterwards a royal salute will then be fired and His Excellency will thereupon unveil the statue. A signal will then be given to H.M.S. *Victor Emanuel*, from which a royal salute will be fired. Three cheers for Her Majesty the Queen will be given immediately after the royal salute and the troops will march past, the Royal Navy taking the lead. The troops will be constituted as follows:—Royal Navy and Marines, 125 men, under Commander Tunnard and Captain Trottman respectively; Royal Artillery, 390 men, under Major Hanham; Royal Engineers, 80 men, under Captain McQuhae; Rifle Brigade, 720 men, under Major the Hon. E. Noel; Hongkong Regiment, 550 men, under Major Retallick; and Hongkong Volunteers, 80 men, under Captain Gordon, R.A. The Volunteers will have six seven-pounders guns and four maxims, the Rifle Brigade one maxim gun, and the Hongkong Regiment two maxim guns. The troops turned out on Tuesday morning at seven o'clock, took up the positions assigned to them around the statue, and rehearsed the movements they will go through at the official ceremony. They will again assemble at seven o'clock on Friday morning.

The general arrangements for the public are being proceeded with under the supervision of Hon. J. H. Stewart Lockhart (Colonial Secretary) and the invitations will be issued in the course of a day or two. The first to receive them will be the subscribers to the Jubilee Statue Fund and then other residents will be favoured with invitations. This work will of course involve a considerable amount of trouble, and it is feared that many people will be disappointed at not receiving an invitation; but the matshed which is being specially erected for the occasion will accommodate only one thousand people, so it will be impossible for everyone to receive tickets. It is hoped this explanation will prevent any grumbling that might otherwise result from a suspicion of being left in the cold.

## *HONGKONG GENERAL CHAMBER OF COMMERCE.*

ANNUAL MEETING.

On the afternoon of the 13th May the annual general meeting of the Hongkong General Chamber of Commerce was held in the room of the Chamber, City Hall. Hon. A. Shewan presided, and amongst those present were—Hon. T. H. Whitehead, Messrs. T. Jackson, N. J. Ede, H. Smith, St. G. Ashe, Hon. C. Commitee), Mr. F. J. Wheeler (Secretary), Hon. E. R. Belilios, Messrs. G. W. Phipps, J. J. Francis, Q.C., Granville Sharp, C. B. Dodwell, R. Inglis, D. Landale, H. Newland, E. Osborne, H. Wicking, Hon. F. D. Sassoon, &c.

The Secretary read the notice convening the meeting. The minutes of the previous meeting were taken as read and confirmed.

The Chairman said, Gentlemen, if the year covered by the report now laid before you has been perhaps not eventful than some of its predecessors, there have been several important questions which during its course have claimed and received our attention. We cannot boast, perhaps, of having actually secured any important commercial concessions in China; but at any rate we have managed to get some matters advanced a stage. If we have not been in the proud position to command success, we have at least sought to deserve it. The past year has seen a considerable revival in trade and a very general improvement in local stocks and undertakings, which gives promise of permanency. In 1895 we escaped visitation by the bubonic plague in epidemic form, and began to hope that the disease had been in some measure brought under control, but its recrudescence this spring has reimposed upon Hongkong the evils inseparable from being treated as an infected port. It is to be hoped, however, that the disease will soon pass away, and such measures of sanitation taken in the city of Victoria as will effectually prevent its reappearance. It is of the utmost importance to the progress and welfare of the colony that the port shall be kept free from epidemics which not only act disastrously on the health of the population but tend to cripple its trade and impair its prosperity. Turning to the questions dealt with in

the report, I will not detain you by referring to them all and will pass over those to which nothing new of interest can at present be added. I understand as regards the Gap rock signalling that as a matter of fact two guns have been mounted at the rock and from the 1st January last one has been fired during foggy weather every ten minutes and the result has been most favourably reported on by shipmasters. In connection with the reconstruction of the lighthouse I can only hope that some sound opinion will be obtained, and I trust it may yet be found that such a costly work is not necessary. (Applause.) The omission pointed out by Messrs. Gibb, Livingston & Co. in the Trade Marks Ordinances has since been rectified by the passing in August last by the Legislative Council of an Act to amend the Trade Marks Ordinances Nos. 16 of 1873 and 8 of 1836. You will notice that your Committee has continued agitating in the matter of the proposed enforced use of the official telegraph code vocabulary, and it is to be hoped that some solution satisfactory to all parties will be arrived at by the Convention fixed to meet during the current year. Closely connected with this subject is the cost of telegrams, and you will observe that the present high rates, not only between this colony, India, and Europe, but also locally with Japan and the Straits have formed the subject of considerable correspondence, with the result that the tariff on local traffic has been reconsidered and the rates to countries south of the colony will be reduced at once, and hopes are held out that a modification of those between here and Japan may also shortly follow. The community generally are much indebted to the Acting Agent here and the directors in Paris of the Messageries Maritimes for the prompt and courteous consideration given to the opinion of the Chamber against the alteration, early this year, of the hours of departure of the French mail from noon to ten o'clock a.m. This practically involved closing our mails the previous night and was most inconvenient. Turning to an old and much worn question—I may call it a time-honoured grievance—that of official obstruction to transit passes in South China, I am glad to say that we have at least advanced a point. We have, through the action of the officials at Wuchow-fu this spring in the case of Mr. John Andrew, obtained incontrovertible proof of the manner in which the treaty stipulations with regard to trade under transit pass are set at nought in South China. Hitherto, while the fact of official hostility to this privilege was notorious, it had been difficult to furnish proof; but the conduct of the Prefect of Wuchow in refusing to reassure the native merchants by issuing a proclamation sanctioning the purchase of Mr. Andrew's cargo, and, when at length compelled to issue such proclamation, rendering it nugatory by stating that the duty would be levied on the goods after their transference to the buyer, afforded convincing evidence of their determination to render the treaty a dead letter. The Acting British Consul at Canton took up the case vigorously, and this Chamber, on becoming acquainted with the facts, pressed the matter on the attention of the Foreign Minister and of H.B.M's Chargé d'Affaires at Peking, both by telegram and by letter, with the result that careful consideration has been promised, and we are assured that "Her Majesty's Government are pressing the Chinese Government to carry out the spirit of their treaty obligations in regard to the transit pass system." With this assurance from Lord Salisbury we must for the present rest satisfied. Within the last few days, as you are aware, a statement has been telegraphed out by Reuter to the effect that after the coronation of the Czar His Excellency Li Hung-chang intends visiting the Courts of the various treaty ports partly with a view of obtaining an increase of from five to eight per cent. *ad valorem* of the import duties levied on foreign goods at the treaty ports of China. Now, gentlemen, I am sure you will agree with me that this will raise a very important question. I think that before entertaining any proposals the British Government (and indeed all the foreign Governments interested) will submit them first to the various Chambers of Commerce in China and to this Chamber. For my part I do not see how any proposal to raise the tariff can be considered for a moment, unless it were to consolidate all the import and lokin duties into one, after payment of which the goods would be free to any part of the Empire. Then there would be the question of guarantee. We should want some very sufficient guarantee that this stipulation would be observed. Can this guarantee be obtained? I feel sure this important matter will receive the careful attention of your new Committee. Another question somewhat closely associated with the foregoing is the much agitated proposal for the opening of the West River. The Chamber has during the past year continued to carefully nurse this important question, and if we are to credit the published statements in London papers the Chinese Government has at last assented to the principle, but the negotiations now proceeding are to settle the ports and places to be opened to trade. I trust that Her Majesty's Government will not rest satisfied with the mere opening of the so-called West River only, but will ask the Chinese Government to include the North River also in the inland waters of South China to be opened to foreign trade and steamer navigation. The negotiatsons in London are in good hands, Mr. Curzon, the Under Secretary for Foreign Affairs, who has undertaken the conduct of them, being thoroughly posted in East Asian questions, and he has the China Association to appeal to in any matters of detail. Let us hope that we shall see this privilege accorded before the close of the current year. (Applause.) The preferential duties granted on junk-carried cargoes has again been brought to the attention of the Foreign Office, but little progress has been made with this question. It is to be hoped that it may be included in the negotiations in reference to transit passes. Early in April last the arrival of Sir Claude MacDonald, the new British Minister to China, on his way through to take up his post at Peking, afforded the Committee an opportunity for an interchange of views with His Excellency, who, in reply to an address, gave some acceptable assurances of the progress of negotiations on the various subjects brought to his notice, and left a pleasant impression on our minds that he had our commercial interests thoroughly at heart. As you are aware, from the published correspondence, the Government recently addressed a letter to the Chamber inquiring whether its opinion on the subject of the Sanitary Board remains the same as that expressed in the letters of Mr. J. J. Keswick, the then Chairman, dated 19th October and 12th November, 1894, and by the member then representing the Chamber in Council; also whether Mr. Whitehead has received any mandate from the British members of the Chamber to oppose the views pronounced by the Retrenchment Committee, Mr. Keswick, and myself. To this we have returned a reply to the Governer to the effect that if His Excellency wished an expression of opinion on the subject it would, in order to be final, be necessary to take the opinions of all the members. For my own part I can only say I strongly deprecate the Chamber, which should remain a purely commercial body, being mixed up with political or municipal matters. (Applause.) There is one question which, although it has not formed the subject of correspondence, has not been lost sight of by the Committee. I allude to the additional light dues imposed on shipping in this free port. These were first levied to pay for the construction and lighting of Gap Rock lighthouse, and a pledge was given by the then Governor (Sir William Des Vœux) that they should cease when the object for which they were imposed had been attained. That term has expired, but the light dues continue to be levied. It is, I am aware, a temptation to a Government to continue a convenient impost, especially when its finances are not in too flourishing a condition; but when a pledge has been given it ought to be punctually and honourably redeemed. (Applause.) There is also another question involved of the highest importance to this port. The tonnage is attracted hither, in no small degree, by the freedom from dues of all kinds which in some ports form so heavy a burden on vessels. I hope we shall not only firmly maintain that freedom, but that we shall likewise succeed in ridding ships of the light dues, thus again making the port absolutely free. (Applause.) Any invention or device calculated to lesson the perils which are inseparably connected with the sea must naturally excite interest and arrest attention, and the man who succeeds in minimising the risk to life to those who either in pursuit of their vocation have to go to sea or who take passage on steamers will merit the blessings of his fellow men. In January last those interested in shipping were afforded an opportunity of hearing in this room an interesting address by Admiral Makaroff, of the Imperial Russian Navy, in which he very clearly described an invention devised by himself for minimising the effects of collision at sea. The importance of such a device as that described by the gallant officer received melancholy and striking illustration the other day by the terrible loss of life in the collision between two steamers at the mouth of the Woosung River. I am not prepared to say that the Admiral's invention of a false nose (had the striking vessel possessed one) would have averted the effect of the collision, but it would probably have lessened the sad results thereof. I am glad to be able to announce that at the forthcoming third congress of the Chambers of Commerce of the Empire, to be held in London, this Chamber will be represented by Messrs. W. Keswick, E. Mackintosh, and A. G. Wood, all of whom have been most intimately associated with it in the past, having each of them in turn presided over its meetings and worked on the Committee. They are will posted in all questions affecting the commercial interests of the colony and will no doubt be able to speak with authority on any matter connected with the Far East. Although the inconvenience and loss occasioned by the coolie strike in the spring of last year have now ceased to trouble us, the lessons taught by that incident ought not to be forgotten, and it will be well to be prepared for any recurrence of the labour trouble by making ourselves more independent of one class of labour. It is stated by the British Consul at Amoy that an ample supply of labour can be procured from that port at any time, but the coolies would require a guarantee of permanent employment, and would also demand assurance of protection from incensed Cantonese labourers. Amoy, however, is not the only place from which a labour supply can be procured. I imagine that it is obtainable both from India and Japan. Coming to matters personally connected with this Chamber, I have to record the return of Mr. Whitehead, the nominee in the Legislative Council of this Chamber, who resumed his seat in that assembly in August last. There have been few changes in the Committee during the past year. In July last Mr. Douglas Jones left for Shanghai, and Mr. Ede, who had returned to the colony, was asked to resume his old place on the Committee. On the departure of Mr. Gray recently Mr. Herbert Smith was invited to fill the vacancy. The Chamber has only lost two members during the year, and I am glad to say a number of new members have been elected, and their election will require confirmation from you to-day. By the resignation at the commencement of the year of Mr. Fullarton Henderson the Chamber have lost a tried and able secretary, whose long experience in China and business capacity peculiarly fitted him for the effective discharge of these somewhat onerous and occasionally difficult duties. Those duties were, as you know, always discharged with the greatest credit to himself. (Applause.) His place has been filled by Mr. R. C. Wilcox, who also brings to bear a lengthy experience and intimate knowledge of the colony to the work. One more subject remains for me to touch upon, and on this I shall not detain you long. I refer to the financial position of the Chamber. You will observe that again our expenditure unfortunately exceeds our income, the difference on the year's working being $1,126.41, which, added to the $1,876.96 short on the working of the previous year, reduces our former reserve fund of $5,250 to $2,509.13. This is not a healthy state of finance and unless new members come forward and add to our revenue by their subscriptions some other means must soon be found by which income and expenditure can be balanced. With these remarks I beg to move the adoption of the report and the passing of the accounts. (Applause.)

Mr. INGLIS—I have very much pleasure, Mr.

Chairman, in seconding the adoption of the report and accounts.

Mr. DODWELL—Before you put the resolution, Mr. Chairman, I should like to ask if you have had an answer from the Government to your letter.

The CHAIRMAN—No.

Mr. DODWELL—No reply?

The CHAIRMAN—No reply.

Mr. DODWELL—Can you tell us, Mr. Chairman, how you dissociate the Chamber politically and commercially?

The CHAIRMAN—I spoke in the first person.

Mr. DODWELL—I presume you answer for the Committee. You speak.—

The CHAIRMAN—No. I spoke in the first person there.

Mr. LOLWELL—The Chamber, as I understand, was originally intended to be a commercial body, but it has political privileges, one being the appointment of a member on the Legislative Council. Such being the case I do not see how you can dissociate the two ideas.

The CHAIRMAN—The question I had in my mind, Mr. Lodwell, was this. If you, for instance, introduce such a question as the constitution of the Sanitary Board you introduce to this Chamber the elements of discord at once, and it would be fatal to its interests if you adopted them. That was the idea in my mind when I wrote that paragraph. The rule under which the matter comes is this. Rule 14 reads "That all important questions affecting the trade of the port and its political or commercial relations with the Empire of China or the other States may be discussed at the yearly general meeting or special general meeting for the purpose convened in the manner provided for in Rule 13." Under that rule, if the matter has a bearing on commerce—

Mr. DODWELL—The health of the port, I take it, surely has a very great bearing on the commercial relations of the port, and for that reason I think the matter of the Sanitary Board should be taken up by the Chamber of Commerce.

The CHAIRMAN—Do you wish to propose an amendment?

Mr. DODWELL—No. I was simply making a remark

Hon. T. H. WHITEHEAD—Mr. Chairman and gentlemen, the remarks I have to make will not be very long. The annual report now before you shows, I think, that Hongkong has business men able and willing to give their spare time, their energy, and experience to the promotion of public as distinguished from private interests, and it is, I submit, a creditable record of work done. I can speak from experience that in India the Chambers of Commerce, on commercial matters, are frequently and continuously consulted by the Government. Through such institutions those at the head of affairs are enabled the more accurately to feel the pulse of the country on any particular question which may arise, and can thus legislate more in accordance with actual requirements. The presence of the Governor of the Presidency at the annual meeting of the Bombay Chamber in February last was evidence of the estimate Lord Sandhurst places upon the Chamber's value. I hope the Colonial Government will avail itself more freely in the future of this Chamber's services in matters affecting trade and commerce than it has done in the past. (Applause.) If the Government had first referred the proposed new Arms and Ammunition Ordinance to the Chamber I feel convinced that no such drastic legislation would have been brought forward. The proposal to enact that Ordinance has already seriously injured a perfectly legitimate branch of trade. If passed into law, the new Bill will assuredly drive an important business away from Hongkong to the neighbouring colony of Macao. I am sure the Chamber could have suggested methods of attaining the end the Government has in view without hurting a long-established and *bona fide* branch of trade. Before entering upon the new treaty with Japan it is much to be regretted that the Imperial Government did not first consult the Chambers of Commerce in the Far East, the China Association, and others intimately acquainted from experience with the needs and the requirements of local trade. (Applause.) The home authorities will make another serious mistake if they agree to any rearrangement in connection with any increase in the *ad valorem* duties on imports into China now in force under existing treaties before first referring the matter to merchants and others on the spot directly interested. Imports of foreign goods into South China, owing to the action of the provincial officials, have been and are still denied their rights under transit passes as stipulated for in the Tientsin treaty. Such imports can well bear an increased duty provided that [illegible] duty payment will absolutely free th[illegible]ther and every other ch[illegible] after arrival at their destinati[illegible] ing the shipping and trade of these [illegible] I may quote from a despatch of a former Governor who was fully alive to the peculiar and exceptional local circumstances, Sir John Bowring wrote—"Believing that the satisfactory development of our prosperity is mainly due to the emancipation of all shipping and trade from useless vexations and exactions, I trust no Custom house machinery will ever be introduced, either for the collection of tariff or harbour dues, or for any purpose which may check the free ingress and egress of all shipping to and from the port, or the free transfer of commodities from hand to hand. Hongkong presents another example of the elasticity and potency of unrestricted commerce which has more than counterbalanced the barrenness of the soil, the absence of agricultural and manufacturing industry, the disadvantages of its climate, and every impediment which would clog its progress." In his instructive paper, read recently at the Royal Colonial Institute on "British Rule in Malaya," Mr. F. A. Swettenham says of the "British official and the public," "It is a curious fact that, so far as I know, Crown colonies hardly ever produce really rich colonists, while the constitutionally-governed colonies can tell them by hundreds and thousands. I believe the reason is that in Crown colonies there is a narrowness and want of liberality in the treatment of *bona fide* commercial undertakings that makes it impossible to obtain much success, and in consequence the capital, the energy, and the brains go elsewhere." It is unfortunately too true that successive governments here have not freely and fully consulted the opinions of old and experienced residents on matters of trade. If they had done so, perhaps there might be less demand for some share in the management of local affairs, but, as they have not, nothing can be more natural than the present feeling in favour of a municipality or a majority of unofficial members in the Legislative Council. Although I think the Government would do well to consult the Chamber more than it has done, yet I am clearly of opinion that it should only do so on matters affecting trade and commerce. As a cosmopolitan body we ought to have nothing to do with political questions, like unto the composition of the Sanitary Board. We are an organisation of foreigners and Britishers, and any act is to be regretted which may in any way tend to disturb or mar the harmonious relations and the cordial friendly feeling which has ever existed between the various nationalities composing the Chamber. (Applause.) The Chamber has for its objects—"To watch over and protect the general interests of commerce, to collect information on all matters of interest to the mercantile community, etc., etc." Therefore I feel sorry that Mr. Keswick, a former Chairman, should have committed the Chamber to any opinion on the question of the Sanitary Board, and especially without first submitting the matter to the members for their deliberation and consideration and first obtaining their views.

The CHAIRMAN—I must object, Mr. Whitehead. I suppose you are alluding to the Hon. J. J. Keswick. He did not as Chairman of this Chamber of Commerce commit the Chamber to any opinion on the constitution of the Sanitary Board. His letter on the constitution of the Sanitary Board was written in his capacity as member of the Legislative Council to the senior the Hon. unofficial member.

Hon. T. H. WHITEHEAD—I am referring to his letter of October, 1894, in regard to the Sanitary Board and I think it is really to be regretted that he committed the Chamber to the views he then expressed without first consulting the members of the Chamber and obtaining their views before committing them to any expression of opinion whatever. (Applause). The sanitary state of the colony is still very bad. Mr. Jackson has truly said that "There is no doubt the present state of Hongkong is a disgrace not only to the Government but to our civilization." After full consideration I agree with Mr. Ede that "unless some well-considered scheme be adopted to abate overcrowding, to resume, lay out, and rebuild on proper principles, at least the worst sections of the town, we shall never make any real permanent progress towards immunity from filth disease." This means a considerable expenditure, and we appear to be somewhat heavily taxed already. The Government states the burden at between $8 and $9 per head, whereas, according to the *North China Herald*, in Shanghai it is about $2.75 a head. We each of us may desire to lessen taxation, but that is not a question for the Chamber of Commerce, nor is it for the Chamber to advise the Government as to the best method of carrying on the work of its various departments. The fact has to be faced that the plague has again gained a habitation here and the enemy ought to be grappled with vigorously and effectually evicted by the proper authority. As further delay in dealing with the matter may permanently injure shipping and other interests, the new Committee you to-day elect would do well to see to it that Hongkong is not allowed to continue an infected port. I think you will all agree that the necessary sanitary reform to render the port clean and healthy should be effected forthwith, at whatever cost of money. (Applause.)

The resolution was then put and carried unanimously.

The appointment of the following new members was confirmed—Messrs. Reuter, Brockelman & Co., the Hongkong and Whampoa Dock Co., Limited, the Sperry Flour Co., of San Francisco, the China Traders' Insurance Co., Limited, the Hongkong Fire Insurance Co., Limited, the China Fire Insurance Co., Limited, the Hongkong and Kowloon Wharf and Godown Co., Limited, Mr. H. Wicking, the Banque de l'Indo-Chine, Messrs. Johnson, Stokes and Master, Mr. Creasy Ewens, Mr. H. J. Holmes, Messrs. Hughes and Hough, Mr. Victor H. Deacon, Dr. J. W. Noble, Messrs. Benjamin, Kelly and Potts, Messrs. Caldbeck, Macgregor & Co., and Mr. James McKie.

The CHAIRMAN—I beg to propose that the appointment of Mr R. Chatterton Wilcox as Secretary be confirmed.

Mr. VERNON seconded.

Carried.

The meeting then proceeded to elect the new Committee, and Messrs. Dodwell and Vernon were appointed scrutineers. While the votes were being counted Mr. GRANVILLE SHARP said—I think, sir, that an opportunity should be given to members of the Chamber to introduce matter which might perhaps be new and not bearing upon the subjects mentioned in the report. The best part of the hour is always occupied in the reading of the report and any remarks made bearing upon it. Then the report is passed, new members are elected, and a vote is taken for a new Committee. Then we all go away whilst the scrutiny is going on and there is no opportunity for anything to be said on anything new.

The CHAIRMAN—The opportunity is given, Mr. Sharp, before the report is put to the meeting.

Mr. SHARP—I beg to say that the reading of the report and the discussion upon it are enough for one meeting and anything which unduly prolongs a meeting is undesirable; but might I venture to suggest that there might be a quarterly meeting of the Chamber, once in three months, to give the public an opportunity to say anything or to suggest anything for the good of the community at large in reference to matters which the Chamber was formed to discuss. I think that a meeting once a year is wholly inadequate and some of the matters in the report become matters of ancient history when they come before the meeting. If the feeling of the members is in favour of it I think it would be looked upon as a boon if a quarterly meeting were convened of the members of the Chamber.

The CHAIRMAN—To meet that as far as possible, Mr. Sharp, the Committee a short time ago decided to publish abridged minutes of each meeting of the Committee, so that members should know what has taken place in the Chamber and through the Press express opinions upon any subjects. A quarterly meeting would, I think, be altogether too large a tax upon the Committee. They devote a great deal of time and attention already to matters connected with the Chamber and I think it would be a great tax upon them indeed if a quarterly meeting were held.

Mr. SHARP—I am quite sure the Committee work very hard and anybody who takes up that pamphlet and reads it through cannot be oblivious of the fact that the Committee are working very hard, but I do not see how a quarterly meeting would increase their work. It would simply give the public the opportunity of saying how very much obliged they were to the Committee. I should be glad to know whether anybody will second my proposal to give members the opportunity of expressing their views.

At this time there were very few members in the room and Mr. FRANCIS, rather good humouredly than seriously, seconded Mr. Sharp's suggestion.

The CHAIRMAN did not put the motion to the meeting and told Mr. Sharp that the Committee would not lose sight of his proposal.

Hon. T. H. WHITEHEAD—You can call a special meeting, if you will state the subjects to be discussed.

The CHAIRMAN announced the election of the following Committee:—Messrs. T. Jackson, H. Smith, T. H. Whitehead, N. J. Ede, St. C. Michaelsen, N. A. Siebs, J. J. Bell-Irving, G. B. Dodwell, and A. McConachie.

Mr. Bell-Irving was elected Chairman and Mr. Ede Vice-Chairman.

Mr. EDE—I am very much obliged to the gentlemen who elected me Vice-Chairman, but I am sorry I cannot accept the position. There are circumstances which I cannot explain to you now that prevent me from accepting it.

The CHAIRMAN—Not under any circumstances?

Mr. EDE—Not under any circumstances. I am very sorry.

The CHAIRMAN—As Mr. Ede cannot accept the position of Vice-Chairman the next on the list is myself. That is all the business of the meeting. I thank you for your attendance.

---

The following is the report:—

FOG SIGNALLING AT GAP ROCK LIGHTHOUSE.

In connection with the grounding of the steamer *Polyphemus* on Jubilee Island, in close proximity to the Gap Rock Lighthouse, Messrs. Butterfield and Swire brought to the notice of the Chamber the question of fog signalling at the Gap Rock, stating that in their opinion—based on the circumstances attending the grounding of the above steamer—the methods employed were inadequate. Through the courtesy of the Government the matter was referred to the Chamber.

A report by Commander Rumsey, drawn up shortly after the above accident, which stated that the fog signals were audible at 1,612 yards, and only slightly audible at 2,059 yards, supported the contention that the means employed were not effective.

The Chamber suggested that as the radius of distinct sound was limited to somewhat less than a mile the lighthouse should be furnished with a signalling apparatus of much greater compass than that then in use. The extraordinary acoustic properties possessed by fog—varying apparently under different conditions of the atmosphere—of diverting and arresting sound, which recent investigations have disclosed, renders any thoroughly efficient system of signalling difficult of attainment. Captain Hastings's proposal to fire a 12-pounder brass gun at regular intervals during thick weather has, we understand, been adopted, and will, it is hoped, prove a sufficient warning to vessels approaching the rock.

REPORTED THREATENED POSITION OF FOREIGNERS IN FORMOSA.

The Amoy Chamber telegraphed that the reported intention of the British Admiral to withdraw protection from Taiwanfoo threatened the utmost danger to life and property, and asked the support of this Chamber to telegraph to Her Majesty's Minister at Peking. In the absence of definite information, and considering the position might be really critical, the Committee acceded to the request. Subsequent events, however, seemed to indicate that the Admiral could not have prudently acted otherwise than as he did, and, very fortunately, it was afterwards proved that the fears of the Amoy Chamber had been premature.

TREATY BETWEEN CHINA AND JAPAN.

The uncertainty existing last May as to the ratification of the above treaty being the cause of considerable anxiety and threatening to bring about a serious interruption to trade, your Committee addressed the Governor, suggesting that he should telegraph to Peking for definite information on the subject, which suggestion His Excellency promptly acted upon, eliciting the reply that the ratifications were exchanged at Chefoo on the 8th May: thus happily terminating a period of business suspense.

NEW TREATY BETWEEN GREAT BRITAIN AND JAPAN.

In the annexed correspondence the new treaty between Great Britain and Japan has been again dealt with, more particularly as regards its probable effects upon the sugar industries of Hongkong by the imposition of duties which, while eminently calculated to foster sugar refining in Japan, must act adversely on that branch of the trade of this colony. The Chamber can now only express its regret that it was not consulted, and had not an opportunity of expressing its opinions on the provisions of this treaty—which may be expected to deal a severe blow to such an important branch of the trade of the colony—before they were finally settled.

AN ORDINANCE TO PROVIDE FOR THE REGISTRATION OF TRADE MARKS.

Messrs. Gibb, Livingston & Co. called attention to the above Ordinance, pointing out an omission which they considered entailed a hardship on those wishing to avail themselves of the protection which the Ordinance was enacted to afford, stating that without in any way making the application public, "any person claiming the right to the exclusive use of any trade mark, either solely or jointly with others, may apply to the Governor for leave to register the same in the Register of Trade Marks." They urged that the fact of such application having been made is notified in the *Government Gazette* only *after* the registration of the mark has already been granted, with the result that should it prove an infringement the owner can only get the registration cancelled after, probably, very considerable delay and expense, and it was considered a clause might advantageously be introduced into the Ordinance making it compulsory that all applications for registration should be made public at the date of application, and continue to be made public at intervals, by notification in the *Government Gazette*, or otherwise, for a period of not less than three months until the date of registration, so as to admit of communicating with and receiving a reply from Europe.

The question was referred to and received the approval of the Government.

QUARANTINE REGULATIONS.

The various restrictions which it had been considered necessary to enact at different points against this colony had all been withdrawn, but the unfortunate reappearance this spring of the bubonic plague has given rise to a renewal of the restrictions in the Straits Settlements, Japan, and other places. The reappearance of this disease is causing severe loss to the general trade of the colony.

OPENING OF THE WEST RIVER.

This question, which has long occupied the attention of the Chamber, has continued to receive earnest consideration. It is satisfactory to the Committee to feel assured that the question has had careful treatment at the hands of Her Majesty's Ministers, and that there are now reasonable grounds for supposing the concession so persistently urged upon the Chinese Government is within reasonable distance of being granted. The Chamber is indebted to Mr. William Keswick for his valuable assistance in keeping this matter before the Home Government.

PROPOSED RECONSTRUCTION OF THE ROCK LIGHTHOUSE.

Further correspondence has taken place with regard to the proposed reconstruction of the Gap Rock Lighthouse, and the Committee have repeated their suggestion that before entering upon operations involving so large an outlay it would be well to obtain the opinion of an official of the Chinese Imperial Maritime Customs on the subject. Though Sir Robert Hart was unable to spare the services of such an officer at the time the request was made to him, it is possible that the then existing difficulties may have disappeared.

PROPOSED ENFORCED USE OF OFFICIAL TELEGRAPH CODE VOCABULARY.

The Committee have continued agitating in this matter, and, besides other action taken, a joint letter, signed by this, the Canton, Shanghai, Hankow, Foochow, Hyogo, Yokohama, Amoy, and Tientsin Chambers was addressed to the International Telegraph Bureau, Berne, further protesting, and recapitulating the arguments already advanced against the proposed enforced use of the code. This joint letter was declined by the Bureau at Berne, having no authority to take cognizance of any representations excepting such as proceed from one of the countries of the Union, but was passed on to the British Post Office authorities, who were good enough to take charge of same, promising that it should receive the same attentive consideration as the other memorials on the same subject forwarded to them by other Chambers. The question will come on for the decision of the Telegraph Convention fixed to meet at Buda-Pesth during the current year.

SUNDAY CARGO-WORKING ORDINANCE AND THE EXEMPTION OF CERTAIN MAIL STEAMERS THEREFROM.

In reply to inquiries initiated by the Chamber as to the exemption of certain mail steamers from the provisions of the Ordinance, the Secretary of State wrote in reply to His Excellency the Governor that these concessions had been granted under October, 1893, which had been adopted after full consideration, and that there did not seem to exist any sufficient reason why these should be departed from; adding that the mail contracts with the Messageries Maritimes Company and North German Lloyd's steamers will expire in July, 1903, and July, 1904, respectively, beyond which dates the present arrangements will not extend.

TRANSIT PASSES AND OBSTRUCTION TO THE SALE OF GOODS AT WUCHOW-FU.

The question of the obstruction of trade under transit passes by the Chinese authorities in Southern China, which has so often been before the Chamber, was this year invested with a fresh interest through the direct and undisguised action of the mandarins in interfering with the legitimate sale of goods, the property of Mr. John Andrew, a British subject, and which were forwarded from Canton to Wuchow under transit passes, regularly obtained and in complete accordance with treaty rights. The circumstances attending this obstruction to trade are fully described in the annexed correspondence, and the action of the local authorities at Wuchow seems to afford positive proof of their utter disregard of transit passes which has been heretofore always so difficult to substantiate. The representations of the Chamber on the subject to H.B.M. Secretary of State, H.B.M. Minister, Peking, and the Consular authorities at Canton have elicited promises of careful consideration.

AN ORDINANCE TO PROTECT IN CERTAIN CASES RIGHTS OF PROPERTY IN TELEGRAPH MESSAGES.

Deeming it expedient to endeavour to obtain protection over certain rights of property in telegraph messages the Government was approached on the subject. The proposal was favourably entertained, and an Ordinance, on lines similar to one in force in the South African colonies, introduced into the Legislative Council. This Ordinance, being in the ordinary course embodied in the law of the colony, has afforded the protection asked for.

CAMPHOR CONTRACT.

Some difficulties having arisen between the buyers and sellers of camphor in regard to the weights delivered, the contract form to be found in the Appendix was submitted to and approved of by the Committee.

PREFERENTIAL DUTIES GRANTED ON JUNK-CARRIED CARGO.

This much vexed question has again occupied

the attention of the Chamber, but without much progress having been achieved.

NAVY LEAGUE.

This institution being somewhat outside the sphere of action of a cosmopolitan body like the Chamber, the correspondence relating thereto, with which the Chamber had been favoured, was handed over to the Hongkong Branch of the China Association.

COINAGE OF A BRITISH DOLLAR AND ACTION TAKEN AGAINST "CHOPPING" OF SAME.

With reference to this matter, China and Straits exchange has ruled during the year under the laying down cost of silver, therefore it has not been profitable for the banks to buy bars in the London market and have them converted into British dollars at the mint in Bombay. Under these circumstances only about fifty lakhs have been coined during the year, and most of these are circulation.

There is no doubt that when the Hongkong and the Straits exchanges permit of the import of coin, British dollars will be freely minted.

INADEQUATE WHARF ACCOMMODATION.

The congested state of steam-launch and sampan traffic in the vicinity of Pedder's Wharf, owing to the reclamation works now being carried on, led to representations to the Government on the subject early last year, and this has been relieved in consequence by the provision of temporary landing places opposite Wardley Street and near the new markets.

THE CHAMBER'S REPRESENTATIVES AT THE THIRD CONGRESS OF CHAMBERS OF COMMERCE, 1896.

In July last Mr. W. Keswick was invited and accepted the nomination to represent this Chamber at the forthcoming third Congress of the Chambers of Commerce of the Empire to be held in London. Subsequent suggestions being made from the Congress Committee for the appointment of additional delegates, Messrs. E. Mackintosh and A. G. Wood were asked to accept nomination, and agreed to do so.

POSTAL ARRANGEMENTS IN VIEW OF NEW CONTRACTS.

The General Post Office, London, in view of the existing contract for the mail service expiring in January, 1897, sought the opinion of the Chamber as to the possibility of shortening the stoppages here on the outward and homeward voyages and the expediency of substituting Hongkong for Shanghai as the terminal point. These important questions having been referred to the members by circular, the very general opinion elicited was that the stoppage homewards might be shortened to twenty-four hours, but that no change should be made in the terminus, which decision was duly communicated to the Government.

ALTERATION IN HOUR OF DEPARTURE HOMEWARD OF FRENCH MAIL.

Early this year, on short notice, the Messageries Maritimes Company altered the hour of departure of the homeward mail steamers from noon on Wednesday to 10 a.m. The Chamber, in response to a request for their opinion from Government, represented the great inconvenience this would cause the community. The Company's Agent having represented the matter, the directors have, upon reconsideration, reverted to the former hour of departure, and have thus conferred a great boon on the colony.

CHINKIANG CHAMBER OF COMMERCE.

A Chamber of Commerce having been formed this year at Chinkiang, this Chamber forwarded its congratulations and expressed its readiness to co-operate in matters affecting their mutual interests.

TELEGRAPH RATES.

The question of the cost of telegrams between this colony, India, and Europe has been the subject of some correspondence, and your Committee intimated to the London Chamber their readiness to co-operate in any action it could suggest to secure a reduction in the rates. They were unable, however, to adopt the proposal of the London Chamber to approach the Government with a view to their giving a guarantee to the Telegraph Companies to make good any loss of revenue that might result from a reduction of the present tariff. Notwithstanding the reduction of 30 cents a word made by the Telegraph Companies in December last in the cost of telegraphing to Europe and America, direct representation has been made to the Joint Telegraph Companies, more particularly in connection with the rates charged between this port and Japan and the Straits Settlements, to which a reply has been received intimating that considerable reductions will be made on certain local traffic south of Hongkong, and that later the same principle may be extended in other directions.

THE COOLIE STRIKE IN HONGKONG.

In connection with the coolie strike, which caused so much loss and inconvenience early last year, two public meetings were held under the auspices of the Chamber, on the 28th March and 1st April respectively, at which the question was fully discussed, and it was resolved to support the Government in repressing the strike. Correspondence between the Government and H.B.M.'s Consul at Amoy elicited the statement that an ample supply of labour can at any time be obtained from that port on condition that the coolies can be guaranteed permanent employment and protection against maltreatment by the Cantonese coolies.

ADMIRAL MAKAROFF'S DEVICE FOR MINIMISING THE EFFECTS OF COLLISIONS AT SEA.

Those interested in shipping were on the 23rd January afforded an opportunity by the Committee of hearing an interesting address by Admiral Makaroff, of H.I.R.M.'s Navy, explanatory of his proposed method of minimising the effects of collisions at sea. Some instructive discussion followed the address.

THE NEW BRITISH MINISTER TO CHINA.

His Excellency Sir CLAUDE MACDONALD, K.C.M.G., the new British Minister to China, while passing through the colony on his way to Peking, having courteously consented to meet the Committee, an interview took place in the Chamber of Commerce room on the 4th April, when His Excellency, in reply to an address from the Chairman dealing with the questions of the opening of the West River, the official obstruction in South China to trade under transit pass, and the proposed extension of the boundaries of this colony, and, in response to certain members of the Committee, gave some welcome assurances in reference to the progress of negotiations on these subjects.

THE PROPOSED RECONSTRUCTION OF THE SANITARY BOARD.

The Government last month inquired whether the opinion of the Chamber on the subject of the Sanitary Board remains the same as expressed in the letters of the Chairman dated 19th October and 12th November, 1894, and by the member then representing the Chamber in the Council; also whether Mr. Whitehead had received any mandate from the British members of the Chamber to oppose the views expressed by the Retrenchment Committee and by Messrs. Keswick and McConachie.

The Committee replied that they understood that His Excellency the Governor desires an expression of opinion on the question of the reconstitution of the Sanitary Board only and not on all the various points raised by Mr. Keswick's letter of the 19th October, 1894, and that as no expression of opinion by the Committee on that question could be final it would be necessary, if His Excellency wishes it, to obtain the opinions of all the members of the Chamber. The Committee added that there was no record of any precedent in respect of the Chamber or any section of its members ever having issued a mandate to any one of the gentlemen who have previously represented the Chamber in the Legislative Council.

Mr. Whitehead addressed a letter to the Committee on the subject, which, with the other correspondence, will be found in Appendix Y.

LIGHT DUES.

The increased light dues continue to be levied. This matter has lately had the consideration of the present Committee, and it is hoped the new Committee will press this question on the attention of the Government.

THE CHAMBER'S REPRESENTATIVE IN THE LEGISLATIVE COUNCIL.

The Hon. T. H. Whitehead, on his return to the colony in August, resumed his seat in the Legislative Council as representative of the Chamber.

COMMITTEE.

Mr. Douglas Jones retired in July on his departure for Shanghai, and Mr. N. J. Ede was asked to join the Committee. Mr. R. M. Gray having tendered his resignation on leaving the colony, Mr. Herbert Smith has been invited to fill the vacancy.

MEMBERS.

During the past year Messrs. Ed. Schellhass & Co. resigned membership, and the Chamber has to regret the loss of one member by death, Mr. L. Mendel. The following names have been added to the list of members:—Messrs. Reuter, Brockelmann & Co., the Hongkong and Whampoa Dock Co., Limited, the Sperry Flour Co. of San Francisco, the Canton Insurance Office, Limited, the China Traders' Insurance Co., Limited, the Hongkong Fire Insurance Co., Limited, the China Fire Insurance Co., Limited, the Hongkong and Kowloon Wharf and Godown Co. Limited, and Mr. H. Wicking.

SECRETARY.

Mr. F. Henderson having resigned, Mr. R. Chatterton Wilcox was appointed Secretary to the Chamber in January, 1896.

FINANCE.

The accounts for the year ending 31st December were audited by Messrs. Gershom Stewart and J. Y. V. Vernon. The balance at the credit of the Chamber amounted to $2,509.13, and a special fixed deposit, representing the "Pinnacle Rock Fund," of $3,037.22, both amounts being in the hands of the Hongkong and Shanghai Banking Corporation

## *THE LATE CAPTAIN VESEY.*

The mural tablet to be erected in St. John's Cathedral to the memory of the late Captain Vesey, who died during the plague of 1894, arrived by the French mail yesterday. The tablet is of brass and rests on black marble about two inches thick and is a beautiful piece of workmanship. The body of the tablet contains the following inscription:—"To the glory of God and in memory of Captain Colthurst Vesey, 1st Battalion Shropshire Light Infantry, who, during the plague of 1894, lost his life in the service of the public, this memorial is erected by the people of Hongkong. *Aucto splendore resurgo.* Greater love hath no man than this that he lay down his life for his friends." The lettering is cut into the brass and worked in black and red enamel, and surrounding it is an exceedingly neat border showing the white and red roses, the badge of the regiment, and delicately worked leaves, while at each corner is the emblem of the four Evangelists, St. Matthew, St. Mark, St. Luke, and St. John. The cost of the tablet was £25 and it will come out of the plague funds, and the balance now left will be handed over to the Italian Convent. Messrs. Benham and Froud, of Chandos Street, Strand, London, is the firm responsible for the work, which is a beautiful specimen of art and will always serve to recall the memory of the gallant and much beloved captain.

## *THE "ONWO"-"NEWCHWANG" COLLISION.*

THE INQUIRY.

The inquiry into the loss of the *Onwo* was continued at Shanghai on the 8th May.

Mr. A. L. Cooper was recalled and further examined by Captain Whittle as to the steering of the *Onwo* after passing the light boat.

Mr. S. Wray, first officer of the *Newchwang*, was next examined. He said—I was on the bridge at the time of the collision with the *Onwo*. We passed the buoy going slow and just past it we stopped. Whilst we were stopped I saw a masthead and green light of another steamer crossing the bar. After a time the green and white lights got right ahead, then crossed over to our starboard bow. At this time we were somewhere off the Woosung Creek. I received the order, "Engines half-speed." I blew two blasts with the steam whistle. It was not replied to and the captain told me to blow again. It appeared to me then that we were going to pass each other clear on the starboard side, when the other ship, all of a sudden, showed her three lights. The captain then rang the telegraph "Stop," ordered the helm to be put hard-a-starboard and blew two blasts with the steam whistle. The other steamer then shut in her green light, and we went full speed astern. Shortly after the two

ships collided. The captain told me to see what damage was done and I reported a large hole forward. The captain said all right, he would put the ship on shore. The next order I got was to clear away the lifeboats. The second officer went in one and I in another. I pulled in what I thought was the direction of the other steamer, and when I got to the American flagship I turned my boat back and pulled towards the Harbour Master's station. I could see another steamer going up the river, which I thought perhaps was the *Onwo* going back to Shanghai. I returned to my own ship. I afterwards learned from one of the American boats that the other steamer had sunk. I heard no whistle except our own. I offered no suggestion to Captain Hards with reference to the helm just before the collision?

The Court—Did you make any remark to the captain with reference to the lights of the other ship?

Witness—I do not remember whether I or the captain made the remark: "He intends to pass on the starboard side of us; go half-speed."

The Court—Did you speak to the captain just before the collision?

Witness—When she showed all her three lights I said, "Captain, there is going to be a collision."

The Court—You said nothing else?

Witness—He said then, "Stop the engines," and turned the helm to starboard and blew two blasts.

The Court—Do you know if there are any rules governing the navigation of the Woosung bar and river other than the international rule of the road.

Witness—Yes, a ship with the tide has the right of way.

The Court—Where is your authority?

Witness—The regulation in the "Pocket Book."

The witness marked the position of the two ships on the chart and said the ships were green to green for three minutes before the collision.

Mr. A. McLaughlin, second officer of the *Newchwang*, was called. He said he was below, asleep, at the time of the collision. He gave evidence as to the launching of the boats and the efforts made to render assistance. He did not see the *Onwo* sink or hear or observe any signals of distress.

Captain Richard Johns, formerly master of the *Onwo*, was next examined.

The Court—How long is it since you left the *Onwo*?

Witness—I left her on the 28th. I was in command of her nearly five months.

The Court—When was the *Onwo* last surveyed?

Witness—Before I last joined her.

The Court—What is the custom about the survey of the river steamers?

Witness—Every twelve months.

The Court—How many passengers had you a certificate to carry?

Witness—I could not say.

The Court—Had you any certificate?

Witness—I could not say.

The Court—Have you ever seen a certificate or report of survey of the *Onwo* when in command of her?

Witness—I could not remember whether I have seen it before.

The Court—Do the river steamers sailing under the British flag come under the British Merchant Shipping Act?

Witness—Do you mean the same rules as are in force in Hongkong?

The Court—My question is very simple, I think. (Repeated.)

Witness—I cannot say.

The Court—As captain of the *Onwo* did you consider you had the authority the Merchant Shipping Act gives to masters of vessels.

Witness—Yes.

The Court—Then you are aware of article 283 of the Merchant Shipping Act?

Witness (after reading the article)—I did not think that referred to Chinese passengers on the river steamers.

The Court—Had you such a certificate on board?

Witness—No, not that I am aware of.

The Court—At what limit did you stop taking Chinese passengers?

Witness—I never had an opportunity of getting more than 320 or 350.

The Court—Have you any knowledge of what life-saving apparatus there is on board the *Onwo*?

Witness—Yes, six round life buoys, and I know of five or six cork jackets in the officers' rooms.

The Court—Are the regulations with reference to Chinese similar to those in force at Hongkong for the Canton river steamers?

Witness—I think not.

Mr. McNeil said he wished to draw the attention of the Court to the fact that section 267 of the Act defined "passenger steamer" as a steamship carrying passengers to or from any place within the United Kingdom.

The Court—Have you been on the coast a long time?

Witness—Nearly five years.

The Court—Can you say whether it is customary for the Chinese passenger trade on the coast and rivers to have any limit whatsoever to the number carried, or do they crowd them in till they can stow no more?

Witness—There is a limit at Swatow; they allow nine superficial feet to each Chinaman.

The Court—Is there no limit in Shanghai?

Witness—Not that I am aware of.

The Court—When you left the *Onwo* did you consider she was a well found ship in every respect?

Witness—Yes.

By Mr. McNeill—When I speak of the annual survey I mean the annual overhaul to which the vessels subject to the ships, not an official survey.

By the Court—I know there is an official surveyor in Shanghai, Captain Parker, but I have never been under him. I believe he represents Lloyds.

Mr. McNeill said he did not think Captain Parker represented Lloyds. He was Government surveyor.

The Court asked Mr. Jas. Jardine, Matheson and Co., if he could give any information as to whether there was a passenger certificate for any previous trip.

Mr. Jardine said he was informed that the vessel had the usual certificate for vessels, except those [illegible] sworn.

The Court—Are you the [illegible] surveyor?

Witness—I am the British Government surveyor appointed by the Minister at Peking for the port of Shanghai.

The Court—What governs the Chinese passenger traffic carried in British ships working from Shanghai, both as regards numbers to be carried and life-saving apparatus on board?

Witness—The owners' pleasure.

The Court—Is there any compulsory official survey of British vessels working from Shanghai?

Witness—No, with one exception only, namely, a registration of a British ship.

The Court—Does the survey for registration include the space for passenger accommodation?

Witness—No.

Mr. A. Small, second engineer of the *Onwo*, said—At the time of the collision I was in bed. I was awakened by the collision and went immediately below to the engine-room. While down in the engine-room the ship took a heavy list and I immediately came up again, through the stoke-hole, as I could not get out through the engine-room door as it was crowded by passengers, and perhaps some of the crew. When I got on deck the ship had a very heavy list and the large water jars capsized and knocked me down. I got up and managed to get hold of the rail. I got outside of the rail and got gradually down until I was standing on the guard, where I remained until the ship went down from under me. I was eventually picked up by a boat belonging to the *Olympia*. There was no one in the engine-room when I got below. I should say that would be ten minutes after the collision. The engines were stopped.

Fong, the Chinese pilot of the *Onwo*, was then called. He said the captain, not witness, was taking the ship down the river. He saw the lights of the *Newchwang* when the *Onwo* was at the light boat, first of all a red light, then a green light. It was not quite a minute after seeing the red light that the green light appeared. The telegraph was not moved before the collision. He did not think the collision would have been avoided if the engines had been stopped or reversed. Witness was an Upper Yangtsze pilot, not a Woosung river pilot. The telegraph was moved to slow at the time the collision took place. The witness was cross-examined by Captain Whittle as to the time at which the order to port was given.

Captain Whittle said he should like the Court to notice the contradictory answers given by the witness. He thought it useless to ask him any more questions as his evidence was worthless.

Captain Hards was re-called for the purpose of answering the following questions suggested by Mr. McNeill.

The Court—Have the masters of Messrs. Butterfield & Swire's steamers standing orders not to come up the Woosung river at night on a strong flood tide?

Witness—No, there are no orders to that effect; the only orders we have are not to come through the shipping at Shanghai during the strength of the flood unless a twin screw steamer.

The Court—What experience have you of the navigation of the Woosung river in command of steamers?

Witness—Two years and four months constantly coming here in command.

Chiu Chang-ken, the headman employed at the Harbour Master's office at Woosung, who was on duty at the time of collision, spoke to seeing the *Onwo's* red light as she passed the light boat.

Captain Croad was called as an expert. He said the recommendations issued by the Coast Inspector were not considered and used by pilots and captains of steamers in preference to the international rule of the road. As a rule whistle signals were generally used and obeyed in the rivers.

The Court—It is clearly your opinion then that the vessel with the tide cannot claim the right of way?

Witness—No, she cannot claim it; there is no law to allow her to claim it.

The Court—On the river is it generally given to her?

Witness—I can only speak for myself. If going down the river I knew there was a vessel coming up, by sound of a whistle, I have stopped and allowed that vessel coming up on the flood to cross the bar, but I do not think that is compulsory. Other men have also adopted that rule.

The Court—Would it improve matters if it were compulsory?

Witness—I am of that opinion; it would improve them greatly.

Captain Henry George Sutton was also called as an expert. He said the recommendations contained in the "Pocket Book" were recognised by all pilots, and as far as he knew by all coasting captains using the port.

The Court—You understood the question was, in preference to the international rule of the road?

Witness—According to my experience you cannot always go by the rule of the road in the river. If those recommendations in that book are followed out I think there would be very few collisions on this river.

The Court—Then why do not the pilots get them made law?

Witness—The pilots have not a word to say about it.

The Court—Has any authority power over the pilotage of the river?

Witness—Yes, the Harbour Master.

The Court—Is that a recognised thing?

Witness—Yes.

The Court—Has the Harbour Master power to suspend a pilot or coasting captain?

Witness—I do not know his power over a coasting captain, but he has power to suspend a pilot, but the pilot can then appeal to his Consul.

The Court—If such is the case, the Harbour Master's recommendations are law, because he can enforce a penalty for neglect to carry them out?

Witness—Yes.

The Court—The Court wish your opinion on this point particularly—In the river are the international laws of the rule of the road paramount to any others?

Witness—I think if I understand the rules

of the road rightly a man is often left to his own judgment. The Board of Trade tells you itself you can depart from the rules of the road at times, and if that is the case at sea how much more necessary must it be in narrow rivers?

The Court—I quite agree that your own judgment has a deal to do with it, when the dangers of navigation come in, but with regard to local recommendations and other people's judgment can you answer my questions?

Witness—I cannot answer for other people's judgment, but the local recommendations are good, and if people navigating abide by them all danger will be avoided.

The Court—Are you aware the Harbour Master denies that the recommendations he has issued are laws?

Witness—I am not aware that he denies it, but we as pilots on the river are supposed to hold to them as if they were law.

The Court—Do you particularly recognise Article 21 of the international regulations.

Witness—Yes, I recognise it and it is used in the river.

The Court—Do you recommend that all coasting captains shall be exempt from pilotage, or forced to have a pilot?

Witness—I would recommend that all coasting captains not carrying pilots should pass a local examination.

The President announced that for the purpose of examining one more witness, a quartermaster of the *Onwo*, the Court would meet on Saturday, and then consider their finding.

FINDING OF THE COURT.

Shanghai, 11th May.

The finding of the Court is as follows:—

Finding and Order of a Naval Court, held at the British Consulate-General at Shanghai on the 7th, 8th, 9th, and 11th of May, 1896, to investigate the circumstances attending a collision between the British steamship *Onwo* of London, official No. 63,779, and the British steamship *Newchwang* of London, official No. 77,054, on the thirtieth day of April last whereby the wreck of the said British steamship *Onwo* ensued, whereby loss of life ensued, whereby serious damage to the said British steamship *Newchwang* ensued, and to investigate the causes of such wreck, loss of life, and damage, and to inquire into the conduct of the masters, certificated officers, and crews of the said vessels.

With regard to the British steamship *Onwo*.

The *Onwo* was a steam vessel, not rigged, of 797 tons registered tonnage, official number 63,779, built at Dumbarton in 1870, and belonging to the port of London. It appears from the evidence given before the Court that she sailed from Shanghai on or about the 30th April, 1896, bound for Hankow with a general cargo and a crew of 43 hands all told, as well as passengers, probably about 200.

After proceeding down the Woosung river, and having crossed the bar through the Feima channel, she was rounding Pheasant Point when she was struck by the *Newchwang*, shaping up the river, whilst between the lightship and the Customs hulk *Kwashing*, and finally sank in the position given in the notice to Mariner's No. 59 Special, Shanghai District, issued by the Coast Inspector.

The Court having regard to the circumstances above stated find as follows:—

That the *Onwo* obeyed the Rule of the Road, particularly as regards Rule 21, and was keeping to the proper bank.

Her speed, which they consider six or seven knots over the ground, was not excessive for that part of the river.

That the master, Mr. Joseph Slessar, was not in any way in error, but appears to have navigated his vessel in a seamanlike and proper manner, and when a casualty was inevitable, to have done everything in his power to avert it.

That the Court sees no ground for blaming the conduct of any of the survivors and considers the conduct of Mr. Andrew Small, certificated second engineer, deserving of great praise for going to the engine-room at once to assist, being asleep when the collision occurred: also that Mr. Arthur Lewis Cooper, certificated second mate, did all in his power to carry out his duties.

That the Chinese crew appear to have rendered no assistance to the Europeans.

That upon the evidence given the vessel appears to have been well found, sufficiently manned and seaworthy at the time of her departure from Shanghai, with the exception of the life-saving apparatus carried, which appears disgraceful and completely inadequate for the number of people generally carried on board, being insufficient for even the crew.

That she appears to have been properly loaded.

That all records appear to have been lost.

That with regard to the loss of life the Court considers that the master of the *Onwo* did not realise the dangerous condition of the ship after the collision, as he does not appear to have attempted in any way to beach her. The Court, however, are rather of opinion that, as stated in the evidence, her forefoot being on the ground rendered the manœuvring of the ship most difficult if not impossible, particularly with the screw out of water.

That the number of lives lost cannot be ascertained, as the system of booking passengers on board prevents it, and there is no limit to the number the steamer may take, such being at the owner's pleasure.

With regard to the said British steamship *Newchwang*.

Having passed the Woosung spit red buoy and through the shipping, she collided with the *Onwo*.

The Court considers the collision to have occurred between the Customs hulk *Kwashing* and the Feima channel light vessel, some 200 or 300 yards above the *Kwashing*, but the time evidences do not agree.

The Court, having regard to the circumstances stated in evidence, considers that Mr. Thomas Hards, master of the said British steamship *Newchwang* of London, official number 77,054, was solely in error, in that he did not observe, at first, Rules 15 and 20 and afterwards Rule 16 of the Regulations for preventing collisions at sea; that he starboarded his helm in place of porting it when he could have done so without in any way endangering his ship; and that he improperly starboarded his helm to the *Onwo's* red light and went half-speed ahead, attempting to cross the *Onwo's* bows.

The Court are of opinion that the local recommendations as regards the vessel with the right of way did not apply in this case as the master appears to have thought, the more so as he could not have seen the *Onwo's* green light when on the bar in the position the Court considered the *Newchwang* to have been at the time, which is confirmed by his own evidence; nor can they accept the evidence of Mr. Samuel Wray, certificated first mate of the *Newchwang*, with regard to the position of the *Onwo*, as explained by him with the models.

That the entry in the logbook as regards the sending of boats to the assistance of the *Onwo* is not satisfactory, as the boats were on chocks turned in.

The Court consider the speed over the ground, six knots, a reasonable speed at that part of the river.

The Court, taking into consideration the fact that at the present time there appears to be great confusion between the official rule of the road and in local recommendations, in pursuance of the powers vested in it by section 23 of 25 and 26 Vict. C. 63, therefore orders that Mr. Thomas Hards, master of the British steamship *Newchwang* of London, official No. 77,054, should only be and he is hereby severely censured for the grave error of judgment he committed, but do not deal with his certificate.

That in accordance with the powers contained in section 263 of 17 and 18 Vict. C. 104, the costs of the proceedings before the said Court be paid by Messrs. Butterfield and Swire, of Shanghai, agents for the China Navigation Company, Limited, owners of the British steamship *Newchwang*, being one of the parties thereto, and they are hereby ordered to pay the said amount accordingly.

The Court consider that the master of the *Newchwang* did all in his power to save his own ship and crew and was justified in beaching her, owing to the damage sustained.

The Court cannot find that any signals of distress were shown from either ship.

The officers and crew appear to have been well disciplined and to have done their duty.

The Court desire to direct the attention of the Board of Trade, the Court of Consuls, the Chamber of Commerce, and other bodies interested in shipping, to the fact that the local recommendations, which are not laws, not having a penalty attached for non-observance, are and will be the cause of great confusion in navigating the Woosung River and Bar and collisions must be of frequent occurrence.

The Court suggest that:—

1.—The river navigation be improved by making such recommendations compulsory laws, and further suggest that:—

2.—A night signal might be used at night by vessels, for the Feima channel.

3.—Some further bright signal be placed near Pheasant Point or the Customs hulk *Kwashing*.

4.—Captains of coasters should pass a local examination in river pilotage or carry pilots, this being the opinion of the Court and of expert evidence obtained during the hearing.

5.—The Court would suggest that British vessels should, when carrying passengers, in such large numbers, be supplied with a sufficiency of rafts, belts, and other life-saving apparatus.

The expenses of this Court, fixed at £20 2s. 10d. are approved.

Dated at Shanghai this 11th day of May, 1896.

(Signed) VAUGHAN PRICE LEWES,
Lieut. R.N., H.M.S. *Spartan*,
President of Naval Court.
H. BENCRAFT JOLY,
British Acting Vice-Consul at Shanghai.
E. STREET,
Master of the British merchant ship *Ravenna*, of Glasgow, official number 82,300.

## *THE SUGAR INDUSTRY IN FORMOSA.*

II.—MARKET RELATIONS WITH THE FORMOSAN SUGAR TRADE.

As before stated, there are two sugar districts in South Formosa, namely, Takow and Taiwanfoo. Taiwanfoo is the name of the Southern Prefecture of Formosa as known to the trade, the new official designation of Tainan-foo not yet having come into general use.

The figures denoting yield of sugar obtained in the best known years are only approximate.

Both in the Takow and Taiwanfoo divisions raw sugar is manufactured, this being the only description exported from Formosa.

Takow sugar is an ordinary brown variety, that is to say, it is the raw, undrained article, exported as it comes from the boiling pans. The only modifications in quality known to the trade are those either consequent on an excess of molasses (*i.e.*, inversion, owing to deficiencies in the mode of manufacture), or on a superfluity of moisture, due to atmospheric conditions, varying with the period of the year at which the sugar is exported.

Technically speaking, and in spite of the numerous drawbacks which its crude method of preparation presents, so rich is the quality of the cane and so suitable the soil that "Takow Brown" at any time contains a proportion of crystallisable sugar which compares most satisfactorily with varieties produced elsewhere and under much more favourable conditions.

Looking at this sugar merely as a saccharine material, Western refineries would be glad to get it, but by reason of its gross adulteration with coarse extraneous matter, it is said not to be well adapted to the machinery in ordinary use, and this to some extent modifies the advantages its composition would seem at first sight to offer. For this reason, and the fact that the average cost price in Formosa has been much above that which might tempt foreign buyers, an outlet through Western and American markets has been practically closed for several years.

From the foregoing and certain local considerations, the only two markets open for South Formosa sugars are Japan and North China. The mass of the consumers do not care for, in fact will not have *refined* sugar, or, what is the same thing otherwise expressed, crystallizable sugar, entirely deprived of its concomitant molasses. The Chinese market in this respect, however, calls for a higher grade than that of the Japanese, for although they both agree in rejecting "refined sugar" still it cannot be doubted that in North China, at least, great numbers of the consumers, while adhering to the preference for sugar containing some molasses, are not only

willing, but in many cases demand, that this latter be reduced to the minimum compatible with what is in tradal language known as "raw" as distinguished from "refined."

Hence in North China South Formosa sugar that has been considerably drained of its molasses by means of the rough method known as "claying" finds a ready market; while in Japan there is no demand whatever for it. The Japanese, on the other hand, advancing towards but not reaching the Chinese standard, ask for a "brown" sugar, as light in colour certainly as in compatible with that description, but absolutely refuse to touch any that has been drained even to the extent of bringing it up to the class known as "Taiwanfoo white."

Takow sugar, containing the greatest proportion of crystallizable matter, in conjunction with the demanded amount of molasses, commends itself, even to the rejection of the brown varieties produced in the Taiwanfoo district, to the Japanese, because they instinctively, though perhaps unconsciously, recognize its superiority over the qualities less possessed of this substantial merit. To supply the Japanese demand the whole of the crop at present produced in the Takow district is inadequate; and in consequence of this ready outlet, together with the causes previously detailed, prices at the source of production are kept at a figure prohibitive of export to foreign countries for the purposes of "refinement."

This will also explain why no local refinery, in the European sense of the term, could be profitably worked in Formosa; and even if the foreign markets to which its outturn would be practically confined were sufficiently attractive, competition elsewhere must in the end prove too strong.

Again, supposing it were worth while to treat the raw material on the spot, instead of selling it for refinement abroad, the whole crop in South Formosa is, at least under present conditions, so small that this fact alone would probably be deemed sufficient bar to any such enterprise.

No doubt in China there may be a comparatively small and well-to-do class to whom the attractive appearance of refined sugar proves effective as an inducement for purchase, but their patronage must be very limited when compared with that of the mass of consumers. But with the already large and increasing importation of refined sugar to Japan, it may warrant refineries being started solely to supply this market, although considerable improvement would be necessary in the preparation of the raw sugar before it could be refined on an equal basis with the raw material as supplied to the Eastern refineries already in existence.

As our object, however, at this time is merely to show what opportunities for trade Formosa sugar offers, and to discover, if possible, from the investigation whether openings exist sufficiently profitable to tempt foreigners to engage in it, confined as they must be by the limits that we have attempted to define, we will go on to describe such particulars of this trade as may afford necessary data for forming the desired conclusions.

Four kinds or grades of sugar are produced in the Taiwanfoo district, one of which ("lao-tsai") is not exported, but solely used for the production of so-called "white" sugar, while from the molasses drained therefrom in this process a fifth variety is got by re-boiling, and known as "Cha-sea." The other three kinds of brown sugar produced in these districts are known respectively as "Sheung-tao," "Tiong-tao," and "Ka-pan" or "Shipo." They differ from each other by the care taken in manufacture, so producing better graining with less amount of "invert sugar," and are classed in order of merit and price as above given, from the clean, fine-grained, dry "Sheung-tao" down to the irregularly crystallized "Ka-pan," with its superabundance of molasses.

Practically the sole markets to which the Taiwanfoo sugars, both white and brown, go are those supplied by the coast ports, beginning at or about Foochow, or Wenchow, in the south, and extending up to Tientsin and Newchwang in the North. Shanghai, Chefoo, and Tientsin are the places through which the greatest bulk of the crop appears to be absorbed; but it must be noted that while the figures given in the Customs returns refer entirely to sugar shipped in foreign bottoms, a certain and not inconsiderable amount is also carried away by native craft to places all along the coast line indicated.

It is extremely difficult to get at even an approximate estimate of what quantity does go away in junks, sailing as these vessels do from several small ports on the west coast of Formosa not open to foreign trade.

The native-borne cargoes from Takow are comparatively small, no doubt because of the very much greater demand for this sugar in Japan, to which place it is carried entirely in foreign ships.

Owing to the determined action of the various sugar guilds in China, and the pertinacity which they show in "boycotting" any foreign vendors who venture to engage in the trade, the latter have for several years, and after losing considerably by, the attempt to overcome the opposition, completely refrained from further efforts: hence it comes about that the only chance they have of touching sugar in Formosa is for the Japanese market and from the Takow districts. Even here their connection with the trade, besides being somewhat precarious, is completely limited by, and dependent on, the good-will of one or two native capitalists, who, for reasons previously detailed, may be said to possess full command of the whole Takow crop. In this latter district one rich Chinese hong boast that they hold in their hands at least half of this year's produce, and that, by reason of their wealth and position, they can, to a considerable extent, control the disposal of the other moiety. Making every allowance for native vanity, it must be admitted that the assertion is not very far off the truth; for, as a fact, there is but one other native merchant who can, or at any rate does, make any show of acting independently of the firm alluded to.

There can be no doubt that the great majority of foreign merchants are compelled to resort to this hong for assistance in buying sugar or settling steamer freights for the port. At first sight it seems strange that this firm should concern themselves at all with foreigners, seeing that they ship largely to Yokohama on their own account, where they have a branch establishment. As their own working expenses are necessarily infinitely less than those of foreigners, to say nothing of the much lower prime cost at which they obtain their cargoes, they must always hold a commanding position in the competition, which, moreover, it would appear they can put an end to at any time they feel so disposed. It will be obvious from this that the openings available to foreign enterprise, even in the Takow sugar districts, have been as limited as their tenure is uncertain, and year by year the co-operation of foreigners has been lessening, and there does not seem much reason for hope that, so long as matters remain as they are, foreign merchants can look for a fairer and more reliable share of the business. Although it has been shown that refineries, properly so called, would probably be a mistake, still a practical question remains, which may be stated as follows: Can persons with superior means at their disposal accept the crude material, as at present obtainable in this island, and, by certain simple manipulations, produce an article suitable to the peculiar requirments of both the Chinese and Japanese markets, which will, by its higher merits, take precedence of anything the native merchants can offer?

It would seem that without going to any such very inadmissible extreme as is implied by the term "refinery" in its actual or ordinary technical acceptation, such a "plan of campaign" offers very reasonable prospects of success. It may be urged that the same reasons which at present limit the supply of the raw material for export by foreigners would prove obstructive to its possession for the treatment suggested, but in reply to this, it can be said that in the Taiwanfoo districts (the main products of which offer a tempting field for enterprise, if only means could be devised for over-coming the artificial barriers set up against foreign participation by native brokers on the ultimate markets) there does not exist that limited native control of original material which was shown obtained in the Takow division, and thus this difficulty of supply does not arise. Therefore those who can by rapidity of improved outturn command a supply of the latter at its source would create a state of matters which would, in face of the demand abroad that has to be met, render foreigners nearly independent of any coalitions against them by rival mainland vendors.

The allusion here made is chiefly to the grades of so-called "Taiwanfoo white" sugar from "lao-tsai," and it must be understood that the process suggested does in no way affect compliance with the aforesaid requirements of the consumers, or render the produce liable to be ranked as other than a drained variety of raw sugar, exactly similar in all details, save in superiority of quality, to what is at present imperfectly, and very slowly, got by "claying."

In Takow, however, though there would have been under the old regime necessarily more local difficulty in commanding the supply of original material for improved treatment, now, apart from the great demand for improved "Takow brown" in Japan, and as the principal local obstructionist is so far aware of this as to have himself attempted a partial, though rough, compliance with the demand, by making laborious and limited selections which have already established a name for their mark ("H.H."), there is good reason to believe that, under this pressure, he would be more ready to co-operate further with foreigners in this direction than he would have dreamt of doing in the semi-competitive line he lately permitted them to take up. The sole reason, of course, for this complaisance would be that by it a greater profit might be anticipated than that which the most successful limitation, or even suppression, of foreign competition could under present conditions vouchsafe. Seeing that now his influence and control over the producers has been completely overcome, and thus any power remaining to him, for good or evil, must simply depend on his standing as a capitalist, it would seem that by means of the above alternative, of which the space at command only permits its being hinted at in outline, participation in the Taiwanfoo sugar trade, and also connection with that of the Takow district, may be obtained, and this without any radical revolution, either in the original methods of growing and producing sugar, or by setting up advanced establishments for producing sugars which would have to be placed on the markets in opposition to the sugars produced by the refineries which are in the position to secure the raw product elsewhere more advantageously.

JAS. W. DAVIDSON.

## *THE STRANDING OF THE "MENMUIR."*

### MARINE COURT OF INQUIRY.

A Marine Court of Inquiry was held at the Harbour Master's Office on the 15th May to enquire into the circumstances attending the stranding of the British steamer *Menmuir* whilst on her voyage from Kobe to Hongkong on the 1st inst. The Court was composed as follows:—Commander R. M. Rumsey, R.N., Harbour Master (President); Commander C. R. H. Robinson, R.N., H.M.S. *Victor Emanuel*; Mr. George Alfred Lee, master, *Empress of Japan*; Mr. Percy Gibson, master, *Azamor*; and Mr. Robert Barton, master, *Afghan*.

Hugh Craig, Captain of the *Menmuir*, was the first witness called and said—I am master of the steamship *Menmuir*, and hold a master's certificate issued at Glasgow twenty-five years ago. I have been on the *Menmuir* since 1890, but have been a commander altogether for thirteen years. The ship was on a voyage from Kobe to Hongkong with general cargo. Her draft was 13 ft. 8 in. forward and 18 ft. 6 in. aft. on leaving Kobe. We left Kobe at 2.30 a.m. on 30th April in heavy weather. The weather continued the same till about 10.30 p.m., when it began to clear up. By that time we had passed the Ten Foot Rock and at 11 p.m. the weather was perfectly clear and the moon was rising. I remained on deck till midnight, when the second officer relieved the third officer. The weather being clear, and no junks or sampans in the way, I lay down in the cabin and left instructions to be called at the

entrance to the straits. I was not called at the time expected and was only aroused by the ship giving a list. There was no shock, only a list. As soon as I felt the movement of the ship I rushed on the bridge and found the second officer and the pilot there. I asked the second officer how he got the ship on shore; did he not see the land ahead? The pilot and the officer were arguing as to who was wrong, and I told them to stop the talking at once and see to the ship. The engines at that time were going full speed astern. I ordered the holds to be sounded at once. I asked the second officer why he did not call me and he replied that he did not know the ship was in any danger; he said he had called the pilot several times, but he would not get up, saying the ship was all right. I then called the chief officer and ordered him to sound round the ship, and we found that it was a sandy bottom, with a slope from forward to about the mainmast. There was apparently a bank of mud, as the soundings were soft from the funnel to the mainmast, and she evidently ran through this mud on to the sandbank. I tried the engines for some time and asked the pilot what the state of the tide was. He said nearly high water. I then stopped the engines, finding the ship was too hard on the ground. I pumped out hold Nos. 4 and 5 to lighten her forward and pumped the aft ballast tank out at the same time. I also shifted about 105 tons of rice. The ballast tank contains about 120 tons of water. We then tried her again at next high water. At 11.30 a.m. on the 1st May the tide was rising and we expected high water at one o'clock. At 11.30 the engines were put full speed astern. The ship refusing to move, we stopped the engines and prepared to lighten the ship. The holds were sounded continuously, but we found that they were making no water. I got coolies off at 10 o'clock that night and commenced to discharge the cargo into lighters, and at 6 a.m. on the 2nd May we ran out the kedge on the starboard quarter with a three inch steel hawser and hove it taut. At 11.55 we went full speed astern with the engines again, but the ship refused to move. We continued discharging until 2.27 on the morning of the 5th, when the ship suddenly floated. After coming off she made no water. We took in cargo again until 11.10 a.m. on the 6th inst. and at 12 o'clock the same day weighed anchor and proceeded to Moji; anchored in Moji harbour on 7th at 5.55 a.m. and left the same day for Hongkong, where we arrived on the morning of the 12th inst. The ship made no water on the passage. We went into dock on the day of arrival, but the vessel has received absolutely no damage; the mud bank must have saved her. We are now loading for Australia.

In cross-examination by the Court witness said he had made the passage through the Inland Sea three or four times a year for the last six years. He always took the same pilot that was with him on this occasion. The pilot's name was F. Bischoff, of German nationality. The ship was in navigating charge of the pilot when he (the captain) was off the bridge, but he never left the lower bridge as he would there be in readiness if called at any time.

Thomas Attwood, the second officer, was then called and said he held a chief mate's certificate. He had been on the *Menmuir* for three years and had been through the Inland Sea about four times a year. He relieved the third officer at twelve o'clock on the 30th April. He had orders that the pilot was to be called when the island on the port bow was nearly abeam. The course given him was W.S.W. by the compass. At 2 o'clock he called the pilot and asked him if the course should not be altered and he replied, "No, she is going all right." At sixteen minutes past two I called him again, as I thought we were getting too close to land. He got up then, looked at the land, and said "Where are we?" He told the man at the wheel to put the hand hard a-port. Witness told him he thought he had better give full speed astern, but as he did not reply he rang the telegraph "full speed astern" himself. Almost immediately the ship struck and he then went down and called the captain, who was in the chart room. When they went on the bridge again the pilot said it was all the second officer's fault for not "rolling" him out of the chair.

The following was the finding of the Court:—

We find that the British steamship *Menmuir*, 77,120, of which Hugh Craig was master, the number of whose certificate as master is 93,119, left Kobe on the 30th April bound for Hongkong, having passed the Inland Sea of Japan. That having passed Ten Foot Rock light at the entrance to Bingo waters and the night being fine, at midnight the master, who had been on the bridge up to that time, went to his cabin on the lower bridge to lie down, trusting to well known orders of a general description that he would be called when the narrow waters of the Kunashima shoal were reached, and leaving the European pilot, who had made the voyage repeatedly before in the *Menmuir*, in charge of the navigation. The second officer was on watch and understood the general orders that the captain was to be called when the ship got into narrow waters. That the pilot went to sleep in a cabin on the bridge, leaving word with the second officer to call him at a certain time, and that he was so called; that he altered the course and then again went to sleep. That at about 2 a.m. the second officer became uneasy about the position of the ship and he called the pilot, who explained himself in a way that reassured the second officer; but a quarter of an hour after this he again called him and then it was too late, for before the course could be altered or speed stopped the ship was on shore. The casualty was directly due to the negligence of the licensed European pilot, who was called by the officer of the watch when the ship had run her distance from the time of the last observation, but seeing the special circumstances of the case when the ship was steering stem on to land with a prospective alteration of course of about eight points, which could only be made after the land ahead had been approached to within about two miles, the Court is of opinion that more definitive orders should have been given with reference to calling the master, and knowing that the speed was regular the master should have left orders to be called at a certain hour. The Court is further of opinion that had the second officer, who was on watch, displayed a sufficient amount of interest in the navigation of the ship to cause him to consult the chart when doubts had arisen in his mind he would probably now have been entitled to the credit of having averted the casualty. The ship sustained no damage, and, with the exception of the above, appears to have been navigated in a proper and seamanlike manner. The Court does not deal with the certificate of the master or officer. The Court is of opinion that the attention of the licensing authority at Kobe for pilots for the Inland Sea might with advantage be called to the opinion they have expressed with regard to the negligence of the pilot Bischof, who was in pilot charge of the *Menmuir* at the time of the casualty.

## VICTORIA RECREATION CLUB.

ANNUAL MEETING.

The annual meeting of the members of the Victoria Recreation Club was held in the Gymnasium of the Club on the 15th May. Hon. Commander W. C. H. Hastings presided and there was a large attendance.

The Chairman, in moving the adoption of the report and accounts, drew attention to the balance sheet, which showed a balance of $2,166.36, or $746 over that of 1894. The working and other accounts were healthy and the membership had considerably increased.

Mr. Hayward seconded.

Mr. Reid called attention to the state of the bath and said that while money had been spent on other departments of the Club no money had been spent on the bath, which was used by the majority of members, for three years. The bath was really dangerous to swimmers as there was nothing to prevent filth and jelly fish getting into the water. The bath ought to be put into a fit state to swim in.

Mr. Machell, on behalf of the Bath-house Committee, said nothing had been suggested for the improvement of the bath.

Mr. Reid suggested the erection of a bamboo shield round the bath. The cost would not be much.

Mr. Machell said any practical engineer or any one with any constructive ability knew that it was impossible to keep out refuse and filth even if a bamboo protection were erected. [A voice: It would keep out the jelly fish]. If the work was undertaken the Committee would be hauled over the coals next year for improving things which were going to be swept away.

Mr. R. K. Leigh, as a practical engineer, said he saw no reason whatever why a bamboo protection should not be put up. He was perfectly aware that the tenure of the ground was uncertain, but so was the life of bamboo. He thought bamboo would keep out a good deal of the filth and all the jelly fish; at any rate it did so in his swimming days. He also saw no reason why extra sheds should not be erected. He was aware that the remaining timber work of the structure was very weak, but a Chinaman was very hard to beat in his way of fixing up a lot for nothing.

The Chairman said the matter would be considered by the new Bath-house Committee, who would take it as an instruction to go into the matter to see what could be done.

Mr. Fredericks said no provision had been made for single sculls, and Mr. Adamson, in reply, said "tooth-picks" were, in the rowing clubs he had been connected with, bought by those members who wanted them. They were very fragile and expensive and had to be specially made for those people who used them.

The Chairman said a special meeting could be called to consider this matter if members wished it.

The report was adopted.

The Chairman was unanimously re-elected for the ensuing year, and Mr. W. Armstrong was appointed hon. secretary and Mr. G. H. Potts hon. treasurer.

The following general committee was elected—Messrs. Lammert, Caldwell, Adamson, Leigh, Machell, Denison, Souza, Reid, and Bischoff.

The balloting committee was also elected.

On the motion of Mr. Adamson a hearty vote of thanks was passed to Mr. Sanders, the late hon. secretary of the Club, for the valuable services he had rendered to the Club during his term of office.

The question of the steward's salary cropped up and a member suggested an increase. The matter was referred to the Committee.

A vote of thanks to the Chairman concluded the proceedings.

## A. S. WATSON AND CO., LIMITED.

The following is the report of the General Manager for the year ending 31st December, 1895, for presentation to the shareholders at the eleventh annual ordinary general meeting of the Company to be held at the Hongkong Dispensary on Thursday, the 21st inst., at 12 o'clock, noon:—

To the shareholders of A. S. Watson & Co., Limited.

Gentlemen,—I beg to lay before you a statement of the Company's business, with a balance sheet for the year ending the 31st December, 1895.

The net profits of the Company for the twelve months under review, after paying all charges, including General Management, and providing for all bad and doubtful debts, and with the addition of $7,613.19 brought forward from last year, amount to ... ... ... ... ...$79,883.72

| | |
|---|---|
| From this there has been written off for depreciation of furniture, fittings, utensils of trade, machinery, steam launch, and buildings ... ... ... ... | 4,868.53 |
| Leaving an available balance of ... | $75,015.44 |

We paid an interim dividend of 5 per cent. in November last, absorbing ... ... ...$30,000.00

And I now propose:—

| | |
|---|---|
| To pay a further dividend of 5 per cent. (making 10 per cent. for the year), which will absorb ... ... ... | 30,000.00 |
| To place to the credit of permanent reserve fund ... ... ... ... ... ... | 7,000.00 |
| To carry forward to 1896 account | 8,015.44 |
| | $75,015.44 |

The amount of $100,000 paid for the goodwill and trade marks, which has stood as an asset in the books of the Company since its formation, has been written off from permanent

reserve fund in accordance with the suggestion made at the general meeting last year.

General insurance fund $10,000, the maintenance of which as a separate account served no useful purpose, has been merged into permanent reserve fund.

Permanent reserve fund in 1894 accounts stood at $183,000. After writing off $100,000 for goodwill and trade marks and with the addition of $10,000 general insurance fund and $7,000 to be taken from the 1895 profits now available for appropriation, it will stand at $100,000.

Reserve fund to meet contingencies or for the equalization of dividends remains at $25,000 as heretofore.

The Company's accounts in London have been audited by Mr. Leonard B. Warmington, chartered accountant, and those at the Head Office by Mr. Francis Maitland, acting for Mr. S. G. Bird, who is absent.

The Company's business continues to be progressive and satisfactory.

JNO. D. HUMPHREYS,
General Manager.

Hongkong, 9th May, 1896.

BALANCE SHEET, 31ST DECEMBER, 1895.

| LIABILITIES. | $ | c. |
|---|---|---|
| Capital account | | 600,000.00 |
| Local and general liabilities in the East | $15,654.79 | |
| General liabilities in London | 34,804.41 | |
| | 50,459.20 | |
| Mortgage on inland lot No. 19 and the buildings thereon | 70,000.00 | |
| | 120,459.20 | |
| Bills payable, Hongkong, Manila, and London | | 72,325.52 |
| Permanent reserve fund | $93,000.00 | |
| Reserve fund to meet contingencies, or for the equalization of dividends | 25,000.00 | |
| | 118,000.00 | |
| Unclaimed dividends | | 2,066.00 |
| Security deposits from staff | | 13,100.00 |
| Profit and loss, forward from 1894 | 7,613.19 | |
| Profit and loss, from net balance, 1895 | 67,402.25 | |
| | 75,015.44 | |
| Less interim dividend of 5 per cent. paid in November, 1895 | 30,000.00 | |
| Less amount unclaimed. | 1,822.50 | |
| | 28,177.50 | |
| | 46,837.94 | |
| | $972,788.66 | |

| ASSETS. | $ | c. |
|---|---|---|
| Stock in trade | | 530,446.29 |
| Building improvements and leaseholds | | 5,490.96 |
| Good debts due from customers | | 99,144.87 |
| Suspense account | | 1,771.49 |
| Cash in hand | $25,588.96 | |
| Cash at bankers | 16,263.49 | |
| Remittance in transit | 13,760.89 | |
| | 55,613.34 | |
| Fire insurance premia unexpired | | 2,832.28 |
| Good debts due from sundry debtors in London and Hongkong | | 12,985.35 |
| Branch adjustment account | | 2,509.27 |
| Investments in public companies— North China Insurance Co., Limited; Hongkong Fire Insurance Co., Limited | | 2,550.00 |
| Section A of inland lot No. 17 and the buildings thereon | 64,389.49 | |
| Inland lot No. 19 and the buildings thereon | 156,055.32 | |
| Kowloon inland lots Nos. 549, 550, and 551 | 23,000.00 | |
| Peak rural building lot No. 80 and the building thereon | 16,000.00 | |
| | 259,444.81 | |
| | $972,788.66 | |

| Dr. PROFIT AND LOSS. | $ | c. |
|---|---|---|
| To depreciation account | | 4,868.53 |
| To balance | | 75,015.44 |
| | | $79,883.97 |

| Cr. CONTRA. | $ | c. |
|---|---|---|
| By balance forward from 1894 | | 7,613.19 |
| By net profits in Hongkong, China, London, and Manila for 1895 | | 72,270.78 |
| | | $79,883.97 |

A native match factory called the Hsien-yang Company has recently been established at Nanking, under the patronage of the ex-Viceroy of the province, Chang Chih-tung.—*N. C. Daily News.*

## *BELL'S ASBESTOS EASTERN AGENCY, LIMITED.*

The following is the first annual report of Bell's Asbestos Eastern Agency, Limited:—

The directors herewith present to the shareholders the report and accounts, duly audited, for the period from the incorporation of the Company to the 31st December, 1895.

The work during the greater portion of this period has been largely of a preliminary nature, including the foundation of agencies at Hongkong, Shanghai, and other places in the East. The gross profit amounts to the sum of £731 4s. 5d., and after providing for London office and other expenses the directors recommend that one-third be written off preliminary expenses, say £266 9s. 3d., and that the sum of £47 0s. 3d., be transferred to profit and loss new account.

The success of the Shanghai agency has been, unfortunately, somewhat retarded by the long illness and subsequent death of the Company's agent, Mr. D. W. Jones, whose loss the directors have to regret.

The directors have made arrangements and concluded agreements to represent different manufacturers in the Far East, and it is anticipated that in time these will add materially to the profits of the Company.

Under the provisions of the articles of association Mr. William Robe Jenkins retires from the Board, and, being eligible, offers himself for re-election.

Mr. John Cooper, the auditor appointed by the directors, also retires, and offers himself for re-election.

By order of the Board.
F. O. GASK, Secretary.

1, Walbrook, E. C., 9th April, 1896.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

### CORRUPT ADMINISTRATION OF SANITARY REGULATIONS.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—Adverting to the "Crusade" now being waged against illegal cocklofts and sunshades in this city by the officials of the Sanitary Board, and the remarks that have appeared in the local papers from time to time respecting the mode of carrying out the regulations and orders of the Sanitary Board, the following plain statement of facts which have come under my own personal knowledge, since Friday afternoon last, will, I think, be of interest to you and your readers, more especially at the present time.

In making these statements I wish it to be distinctly understood that I do not in any way object to the excellent regulations as provided for in the respective Ordinances and by-laws referring to the sanitation of this colony. My remarks are directed principally to the irritating, vexatious, and high-handed manner in which they are carried out by the subordinate officials of the Sanitary Board.

On Friday last, the 8th inst., about 4 p.m., I was informed by some clients, the owners of large hongs in Bonham Strand, that they had received "verbal" notices from Policeman No. 103 that afternoon that the Whitewashing Brigade, with its irresponsible contingent of soldiers and coolies, were coming round next morning at 7.30 a.m. to pull down their cocklofts, etc. I was there myself next morning (Saturday) at 8.30 a.m. and found all kinds of perishable and valuable trade goods being turned out from the different floors into the street in a very rough manner, *and some* articles even *thrown into the street* from the first-floor verandah. The coolies, in washing the verandahs, allowed, in some cases, the dirty water from the verandahs to run into my clients' cargo and stock-in-trade in the street, damaging some of it very considerably.

The "gang" also pulled down some *legal* cocklofts in these houses, although they were cautioned against doing so; and some of my clients protested against it, and also enquired how it was that the Sanitary Board were not "consistent" in their proceedings, why they made "fish of one and flesh of another," and pointed out that while their cocklofts were being pulled down other and *illegal* cocklofts in the neighbourhood had been permitted to remain up, having been passed by the Sanitary authorities when cleaning the respective premises. I informed Mr. Ede, the only unofficial member of the Board, of this, who, with Mr. McCallum and myself, visited the many premises referred to containing these illegal cocklofts. The report we found perfectly correct, many of the cocklofts being 7 ft. 6 in. and 6 feet high, instead of 9 feet. Mr. McCallum himself said they were illegal.

I understand that Mr. McCallum subsequently promised to allow the owners to reinstall their legal cocklofts, and would endeavour to obtain reasonable compensation for them for their damaged goods, which were principally valuable Chinese medicines.

On Monday last, I received reliable information as to how this "oracle" is worked (*i.e.*, allowing illegal cocklofts to remain). "Chapter and verse" were given me; I reported this to headquarters in order that the Board might take steps to verify the reports, which was certainly not the duty of a private individual. If they found, on visiting the premises mentioned to them, illegal cocklofts therein, they could with confidence consider the report correct.

The better class of Chinese merchants and shopkeepers, such as those in Wing Lok Street and Bonham Strand, do not object to having their premises cleaned and whitewashed by the Board; they do, however, object, and that most strongly (and rightly so, too), to receiving a short verbal notice of a few hours only from an irresponsible policeman before all their valuable goods and stock-in-trade are thrown into the street. Most of the hongs in this neighbourhood have their first floors stacked with merchandise of all kinds, and if they only have a "reasonable" time to remove it, they will do it themselves, and be responsible for damages. On this being pointed out to Mr. McCallum, and his attention drawn to the above, he kindly gave a letter to some other of my clients, who also had received a few hours' notice, to show to the policeman in charge of this special gang, instructing him to postpone work at this house for three days, in order to enable the owners to remove their own goods. On this letter, however, being shown the policeman, he repudiated the letter and its instructions, and immediately "raided" the premises with his "gang," and proceeded with the work more vigorously than usual.

At about 3.45 p.m. yesterday afternoon my duty called me to West Point. On proceeding down Bonham Strand I saw a gang of coolies destroying a good sunshade covered with zinc and boards over the footpath in front of No. 51. The sunshade itself was probably illegal, but no one could say it was injurious to health, and the street at this point is unusually wide. There were two or three European policemen looking on, together with soldiers and numerous Chinese, the whole proceedings being of a very exciting and noisy character. After watching them for some time, I asked the policeman in charge (No. 103) who was his authority for acting thus. He informed me "He was, himself." The sunshade at No. 55 (next door but one) was intact and not touched in any way, and on asking this same man why he had not pulled that one down also, like the others, his reply was that he (Policeman No. 103) had "passed it." On my telling him, if he pulled one down he should pull all of them down, I only received abuse from him. The "oracle" may have been at work here also.

No one appreciates more than myself the efforts of the Sanitary Board to improve the *sanitation of the colony*. I am now and *always* have been prepared to assist and support the carrying out of any reasonable measure for improving its sanitation, and in fact in some cases I would advocate even more stringent measures. What I do object to, however, and that is the reason for my now writing you, is that all these regulations are not carried out consistently, without "fear or favour," and I hold that the Board and its officers should treat every one in the same manner, and not "blow hot and then cold." Probably most of the owners referred to have received notices months and years ago, but they have

been allowed to lapse, no steps being taken at the time to see them enforced. If a little more consideration was shown to the better-class Chinese, and no favouritism, but all treated in the same impartial manner, combined with a little tact on the part of the Board, I am sure you would find that the better-class Chinese, instead of obstructing the operations of the Board, would asist them all they possibly could. There is a right and a wrong way of doing things. In this matter, I am afraid, however, that the *subordinate* officials have struck the wrong way.—Yours,

W. DANBY.

Hongkong, 14th May, 1896.

## BRITISH AND RUSSIAN NAVAL STRENGTH IN THE FAR EAST.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—Referring to your "Naval Strength in the Far East," published in your issue of the 16th instant, I venture to send you tables and comparisons of the British and Russian fleets in these waters, which show some different results from those of the naval correspondent of the *Times* quoted by you, notably in speed; and I would be glad to know if you or he can point out where the difference comes in. With regard to weight of guns I must claim some indulgence, as without an intimate knowledge of the various marks of the guns on the ships it is impossible to arrive at the exact weight, but I think you will find the figures about right, or at any rate, as I have treated the guns of both fleets in the same manner, good enough for comparison. With regard to speed, I have taken Brassey's 1895 "Naval Annual" as my guide. Of course it is very likely the *Times* correspondent has better sources of information and it is only for the purpose of threshing out the subject, in which a pretty general interest is taken, that I venture to request space in your valuable paper to publish the tables and to run the risk of having my unprofessional knowledge of naval matters roughly handled by the naval correspondent.—Yours faithfully,

T. I. S.

Hongkong, 18th May, 1896.

SUMMARY AND COMPARISONS.

| | Ships. | Tonnage. | Heavy Guns. | M.&Q.F. Guns. | Weight of Heavy Guns. | Torpedo Tubes. | Speed. |
|---|---|---|---|---|---|---|---|
| British ........ | 25 | 64,718 | 162 | 270 | 925 | 45 | 15.1 |
| Russian ........ | 18 | 55,407 | 124 | 220 | 826 | 39 | 16.61 |
| Balance ........ | 7B | 9,311B | 28B | 50B | 99B | 6B | 1.60R |
| Favour Britain, B. | | | | Favour Russia, R. | | | |
| WITHOUT ESK, TWEED, AND WIVERN (being not seagoing.) | | | | | | | |
| British ........ | 22 | 61,242 | 152 | 257 | 856 | 45 | 16.05 |
| Russian ........ | 18 | 55,407 | 124 | 220 | 826 | 39 | 16.61 |
| Balance ........ | 4B | 5,835 | 28B | 37B | 30B | 6B | .56R |
| WITHOUT THE ABOVE AND LINNET, SWIFT, AND FIREBRAND (obsolete and slow.) | | | | | | | |
| British ........ | 19 | 59,275 | 144 | 239 | 895 | 45 | 16.78 |
| Russian ........ | 18 | 55,407 | 124 | 220 | 826 | 39 | 16.61 |
| Balance ........ | 1B | 3,868 | 20B | 19B | 69B | 6B | .17B |

### BRITISH.

[Contractions—d. displacement, g. guns, w. weight of guns in tons, q.f. machine and quick-firing guns, t. torpedo tubes, s. speed in knots.]

Centurion.—d. 10,500, g. 14 (4 29-ton 10 2.07 ton), w. 137, q.f. 27, t. 7, s. 18.50.
Undaunted.—d. 5,600, g. 12 (2 22-ton 10 7-ton), w. 114, q.f. 25, t. 4, s. 18.1.
Narcissus.—d. 5,600, g. 12 (2 22-ton, 10 7-ton), w. 114, q.f. 25, t. 4, s. 18.1
Immortalité.—d. 5,600, g. 12 (2 22-ton, 10 7-ton), w. 114, q.f. 25, t. 4, s. 18.1
Edgar.—d. 7,350, g. 12 (2 22-ton, 10 7-ton), w. 114, q.f. 25, t. 4, s. 20.5
Æolus.—d. 3,600, g. 8 (2 7-ton 6 2.07-ton), w. 26, q.f. 13, t. 4, s. 19.75
Pique.—d. 3,600, g. 8 (2 7-ton 6 2.07-ton), w. 26, q.f. 13, t. 4, s. 19.75
Spartan.—d. 3,600, g. 8 (2 7-ton 6 2.07-ton), w. 26, q.f. 13, t. 4, s. 19.75
Rainbow.—d. 3,600, g. 8 (2 7-ton 6 2.07-ton), w. 26, q.f. 13, t. 4, s. 19.75
Archer.—d. 1,770, g. 6 (6 4½-ton), w. 27, q.f. 11, t. 3, s. 16.5.
Porpoise.—d. 1,770, g. 6 (6 4½ ton), w. 27, q.f. 11, t. 3, s. 16.5.
Daphne.—d. 1,140, g. 8 (5 in.), w. 44, q.f. 8, s. 14.
Peacock.—d. 775, g. 6 (6 1.05-ton), w. 6¼, q.f. 4, s. 13.25.
Pigmy.—d. 775, g. 6 (6 1.05-ton), w. 6¼, q.f. 4, s. 13.2.
Plover.—d. 775, g. 6 (6 1.05-ton), w. 6¼, q.f. 4, s. 13.2.
Redpole.—d. 805, g. 6 (6 1.05-ton), w. 6¼, q.f. 4, s. 13.7.
Rattler.—d. 715, g. 6 (6 1.05-ton), w. 6¼, q.f. 4, s. 13.6.
Alacrity (despatch vessel).—q.f. 10, s. 17.
Linnet.—d. 756, g. 2 (2 4½-ton m.), w. 9, q.f. 8, s. 11.80.
Swift.—d. 756, g. 2 (2 4½-ton m.), w. 9, q.f. 8, s. 11.80.
Firebrand.—d. 445, g. 4, w. 12, q.f. 2, s. 10.17.
Esk.—d. 363, g. 3 (64 pr. M. L.), w. 10½, q.f. 2, s. 8.
Tweed.—d. 363, g. 3 (64 pr. M. L.), w. 10½ q.f. 2, s. 8.
Wivern.—d. 2,750, g. 4 (12 ton M. L.), w. 48, q.f. 9, s. 8.
Total.—d. 64,718, g. 162, w. 925¼, q.f. 270, t. 45, s. 15.1.

### RUSSIAN.

Nicholai I.—d. 8,440, g. 14 (2 12-in., 4 9-in., 8 6-in.), w. 216, q.f. 24, t. 6, s. 14.8.
Admiral Nackimoff.—d. 7,782, g. 16 (8 8-in., 10 6-in.), w. 147, q.f. 20, t. 4, s. 16.7.
Admiral Korniloff.—d. 5,000, g. 16 (2 8-in., 14 6-in.), w. 88, q.f. 17, t. 6, s. 17.5.
Pamiat Azova.—d. 6,000, g. 16 (2 8-in., 14 6-in.), w. 88, q.f. 17, t. 3, s. 18.8.
Rurik.—d. 10,923, g. 26 (4 8-in., 16 6-in., 6 4.7-in.), w. 108, q.f. 18, t. 6, s. 18.
Kroiser.—d. 1,542, g. 2 (6-in.), w. 9, q.f. 12, s. 13.
Dimitri Donskoi.—d. 5,893, g. 14 (4 6-in., 10 4.7-in.), w. 25, q.f. 13, t. 4, s. 16.5.
Koreetz.—d. 1,213, g. 3 (2 8-in., 1 6-in.), w. 30, q.f. 6, s. 13.5.
Mandjour.—d. 1,224, g. 3 (2 8-in. 1 6-in.), w. 30, q.f. 11, t. 2, s. 14.
Sivoutch.—d. 950, g. 2 (1 9-in. 1 6-in.), w. 20, q.f. 11, s. 12.5.
Bobre.—d. 950, g. 2 (1 9-in., 1 6-in.), w. 20, q.f. 11, s. 12.
Gremastchy.—d. 1,490, g. 2 (1 9-in. 1 6-in.), w. 20, q.f. 10, t. 2, s. 15.
Gaidamak (torpedo gun-vessel).—d. 500, q.f. 9, t. 2, s. 22.
Zabiayaka.—d, 1,230, g. 6 (4-in.), w. 5, q.f. 15, s. 14.
Vasdnidk (torpedo gun-vessel).—d. 500, q.f. 9, t. 2, s. 22.
Sunguri (torpedo-boat).—d. 140, q.f. 4, s. 22.
Ussuri (torpedo-boat).—d. 140, q.f. 4, s. 22.
Olvajny.—d. 1,490, g. 2 (1 9-in. 1 6-in.), w. 20, q.f. 9, t. 2, s. 15.
Total.—d. 55,407, g. 124, w. 826, q.f. 220, t. 39, s. 16.61.

## BIG GAME IN CHINA.

TO THE EDITOR OF THE "DAILY PRESS"

Sir,—Being a new arrival in this colony I shall feel extremely obliged to any readers of your paper who can give me the following information:—

1.—Are there real tigers in China, or are they leopards or panthers? If the former, are they as large and as well marked as the Indian species and are they as ferocious?

2.—What parts of China are they to be found and the nature of the places they inhabit; and are there man-eaters among them?

3.—Do wild pig exist in China; and what parts to be found; are they large; and do they resemble the Indian wild pig?

I am informed that sportsmen usually use "express" rifles for dangerous game shooting; my informant could not describe what an "express" rifle is; therefore, I shall be grateful for some information regarding it; and what would be about the price of a good one? I possess three American rifles, but I am told they are not sufficiently powerful for tigers and wild boar.

Thanking you for space in your popular paper.—I am, &c.,

NEW COMER.

Hongkong, 18th May, 1896.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—In reply to "New Comer," I beg to say that there are plenty of real tigers in the mountainous regions of South China, as well as leopards and panthers; that they are as large, as well-marked, and as ferocious as the Indian species and are man-eaters. I know a district between Foochow and Amoy where as many as twenty people have been carried off in one year.

I would advise "New Comer" to apply to the renowned tiger slayer of Amoy for information as to rifles, &c.; he has won the gratitude of the people there for his success in ridding them of a number of these dangerous inhabitants of their hills.

Wild boar are plentiful in Fukhien. I cannot give full particulars about them, but they do great damage to the sweet potatoes and bamboo shoots.—Yours, etc.,

LL. LLOYD.

Hongkong, 19th May, 1896.

## *THE LAWN TENNIS TOURNAMENT CHAMPIONSHIP.*

THE GOVERNOR CRITICISES.

Yesterday afternoon the match for the championship in the Hongkong lawn tennis tournament attracted a large number of spectators, including His Excellency the Governor and many ladies. The players were Percival and Firth and after a well contested match the former won by 4-6, 6-3, 7-5, 6-8, 6-4.

At the conclusion of the final His Excellency the Governor said—Ladies and gentlemen, I have been asked to distribute the prizes this afternoon and it is with very great pleasure that I do so. I should like to say a few words about the tournament. I must say that the average play was very much inferior to what it has been during the last two or three years. There have never been no many "rockettings" and so many inefficient volleys as on this occasion, and nobody has come up to the form that used to be shown by Dr. Meaden and Mr. Pinckney. Indeed, the only remarkable feature about the tournament has been the excellent play of Dr. Atkinson. (Applause.) He is as safe as a church and seems to have made a mistake about his profession. America has produced a celebrity who was called "Stonewall" Jackson, and I think we shall have to apply that epithet to Dr. Atkinson and call him "Stonewall" Atkinson. (Applause and laughter.) The Championship has been won by Mr. Percival after a very severe fight, and his success was no doubt due to the instructions I gave him at Government House when he acted as my A.D.C. (Applause.) I congratulate him upon winning the prize.

His Excellency then distributed the prizes to the following successful competitors:—

Championship—C. V. Percival.

Double Handicap—Captain Dyson and S. E. Hollond.

"A" Class Single Handicap—Dr. Atkinson.

"B" Class Single Handicap—R. E. Belilios.

Professional Pairs—Dr. Atkinson and T. Sercombe Smith.

M. G. Dubail, French Consul-General in Shanghai, has been granted his leave, and will be replaced during his absence by M. Bezaure, formerly French Consul in Tientsin. M. Bezaure is expected to arrive from home next month.—*N.C. Daily News.*

## HONGKONG GOLF CLUB.

The result of the play for the Captain's Cup for May will be found below. Mr. May's score is deserving of great praise, the rough state of the greens making straight putting a matter of considerable difficulty. There were a large number of entries for both events, the Pool in particular filling well. This Pool was instituted this month instead of a Sweep, as it allows players to try their luck more than once. One gallant member of the Club invested no less than $4 in his attempts to win it. By the way, during this meeting a record for 9 holes has been made, a certain gentleman, who shall be nameless, but who is known to some of his acquaintances as a "Professor of certain subjects of a military nature," taking 91 strokes, this wonderful score including an 18 at the 7th hole, and a 25 at the 9th.

CAPTAIN'S CUP.

| | | | |
|---|---|---|---|
| Mr. C. W. May ... ... | 93 | 16 | 77 |
| Lt.-Col. The O'Gorman. | 105 | 24 | 81 |
| Major Thomas ... | 100 | 18 | 82 |
| Mr. C. H. Grace ... ... | 95 | 12 | 83 |
| Mr. A. S. Anton | 92 | 6 | 84 |
| Mr. G. Stewart | 88 | 4 | 84 |
| Mr. C. E. Hume | 91 | 6 | 85 |
| Dr. J. Bell ... ... | 101 | 15 | 86 |
| Mr. C. A. Tomes ... ... | 104 | 15 | 89 |
| Mr. H. W. Slade ... | 110 | 8 | 92 |
| Mr. E. W. Maitland ... | 110 | 18 | 92 |

No returns from several others.

POOL.

| | | | |
|---|---|---|---|
| Mr. C. W. May ... | 93 | 16 | 77 |
| Major Thomas ... | 100 | 18 | 82 |
| Mr. C. A. Tomes ... | 98 | 15 | 83 |
| Mr. C. H. Grace ... ... | 95 | 12 | 83 |
| Mr. G. Stewart | 88 | 4 | 84 |
| Mr. C. E. Hume ... | 91 | 6 | 85 |
| Dr. J. Bell ... ... | 101 | 15 | 86 |

## HONGKONG RIFLE ASSOCIATION

On Saturday afternoon eighteen members competed over the 200 and 500 yards' distances for the Association Spoons, which were won by Col. Sergt. A. Smith, R.B., Col. Sergt. Hopkins, R.B.; Captain Eccles, R.B.; Private Wilson, R.B.; and Mr. A. Brown. The following were the best results:—

| | 200 yards. | 500 yards. | Allowance for M.H. rifle. | Handicap. | Total. |
|---|---|---|---|---|---|
| Col. Sergt. A. Smith, R.B. | 33 | 33 | — | [illegible] | 68 |
| Col. Sergt Hopkins, R.B. | 32 | 32 | -- | [illegible] | 66 |
| Captain Eccles, R.B. | 30 | 31 | -- | [illegible] | 66 |
| Private Wilson, R.B. | 29 | 31 | -- | [illegible] | 64 |
| Mr. A. Brown | 28 | 29 | 3 | 4 | 64 |
| Mr. W. M. Deas | 26 | 28 | 3 | 6 | 63 |
| Mr. G. White | 25 | 25 | 3 | 10 | 63 |
| Col. Sergt. Lacey, R.B. | 26 | 32 | -- | 4 | 62 |
| Col. Sergt. Leslie, R.B. | 24 | 25 | -- | [illegible] | 61 |

## HONGKONG VOLUNTEER CORPS.

FIELD BATTERY.

The third spoon competition took place on the 9th May at the Police range. Fifteen members entered, the highest scores being as under:—

| | 200 yds. | 400 yds. | 500 yds. | Handicap. | Total. |
|---|---|---|---|---|---|
| * Sergeant Wylie | 27 | 30 | 22 | 10 | 89 |
| Gunner Gow | 24 | 28 | 17 | 15 | 84 |
| * Sergeant McPhail | 29 | 28 | 24 | — | 81 |
| Gunner Stewart | 29 | 27 | 24 | — | 80 |
| Gunner Harman | 23 | 26 | 25 | 6 | 80 |
| Gunner Brown | 28 | 25 | 26 | — | 79 |

* Winner of spoon.

We have seen samples of a $1 note just issued by the North China Railway Administration. It is a very pretty example of paper money, with a representation of the Lanchow Bridge on one side in light blue, and on the reverse in red a view of the line between Shanhaikwan and Tientsin, showing a bit of the Great Wall. The notes are payable to bearer at any of the offices of the company. We believe the first issue is limited to 20,000 and is made to take the place of cash and serve as a covenience in paying the hands and probably also to prevent "squeezes."—*China Gazette.*

## THE SHANGHAI GENERAL CHAMBER OF COMMERCE.

The annual general meeting of the members of the Shanghai General Chamber of Commerce was held on the 11th May. Mr. A. P. MacEwen (Messrs. Jardine, Matheson & Co.) presided, and there were present, Messrs. J. Chapsal (Messageries Maritimes Cie.), E. B. Skottowe (Chartered Bank of India), J. H. McMichael (Frazar & Co.), C. J. Dudgeon (Ilbert & Co.), D. M. Moses (D. Sassoon, Sons & Co.), W. D. Little (Wm. Little & Co.), Committee, H. R. Hearn (Alfred Dent & Co.), W. S. Bremner (Bank of China and Japan), E. A. Hewett (P. & O. S. N. Co.), S. Komuro (Mitsui Bussan Kaisha), W. J. Tyack (Barlow & Co.), C. M. Dyce (Dyce & Co.), S. A. Levy (E. D. Sassoon & Co.), J. Thorburn (National Bank of China), and Douglas Jones (Union Insurance Society of Canton).

The Chairman, in moving the adoption of the report and accounts, said—Gentlemen, the report of the Committee has been in your hands now for some days past and you will observe that during the year a good deal of work has been done. It is hardly necessary for me to go seriatim through each subject touched upon in the report, but there are one or two matters of interest bearing upon the general trade of the port upon which it is desirable to say a few words. I allude more particularly to bonded warehouses, likin, and transit passes, as bearing on the local production of yarns, and the Woosung Bar and River Conservancy Board. As regards the survey of the Woosung Bar, it is satisfactory that arrangements have at last been concluded to have this much needed work done by a competent surveyor, and I have no doubt that if a practicable scheme for the removal of this great obstruction is put before the Chinese Government some means will be hit upon to have the work carried out. Transit passes—Although we have not quite succeeded in getting the Tsungli Yamên to authorise the issue of these by the Commissioner of Customs instead of the Taotai, in order to avoid delay, I have every reason to believe that we shall obtain this privilege shortly and the Committee will not allow the matter to drop. The present position as regards duties on the productions of the local cotton mills is—the existing Chinese-owned mills have the right to manufacture and sell locally free of duty; if exported, the yarns pay the ordinary Customs duty of H. Tls. 2.10 per bale. We claim that Chinese-owned mills shall not have any advantage over us in the matter of taxation, and we also claim that the full benefit of the transit pass system shall be extended to the productions of the foreign mills. As regards British-owned mills the whole question, however, is before the British Minister, and a satisfactory solution may be confidently looked for. Bonded warehouses were first instituted in 1887 on the demand of foreign merchants, but although the Chinese authorities conceded the privilege, they took care to confer it upon the China Merchants' S. N. Co. as a monopoly. Foreign merchants protested through this Chamber, and the question was taken up by the Diplomatic Body at Peking, with the result that the institution of the system was declared to be a tentative measure and that claims for its extension would be considered if it were found to be of general benefit to trade. The eight years of its working have not, however, proved that bonding has been availed of to any extent, nor has there been any demand during that period for extended means of using it. The Customs statistics show that from the year 1888 to 1894 inclusive, bonding was very little availed of, and taking two principal items of the import trade the result was that of

pieces.

American Sheetings...1,378,740 were bonded
Grey Shirtings ..... 610,137 "

making in all a total of 2,677,837 pieces, being an average of only a fraction during the seven years of one year's business in those articles. It would therefore appear that bonding as it at present exists in Shanghai is not wanted by importers and I have only to ask the members present if they think the privilege would be availed of to a greater extent if bonding were allowed at all the public wharves. The question has been before the Committee of this Chamber without eliciting any decided expression of opinion, and it is now for the members to say whether they think it worth while agitating for a change of the existing system of working it. The numerous collisions that have recently taken place in the neighbourhood of the Woosung Bar, one resulting in a deplorable loss of life, show the absolute necessity that strict regulations for the navigation of the bar should be recognised by vessels of all nationalities. As matters stand at present regulations drawn up by the Customs authorities do exist, which they have no power to enforce. I feel certain that your incoming Committee will give this important matter all the consideration it deserves. The plan adopted of holding regular monthly meetings of the Committee and publishing anything of importance to the commerce of the port has worked well and I trust will be continued. On behalf of the Committee I have to thank the Consular Body for the prompt manner in which all our communications have been dealt with, and our special thanks are due to Dr. Stuebel, the Senior Consul, for the courtesy he has at all times extended to us. In conclusion, I must say that we are indebted to our Secretary, Mr. Drummond Hay, for the very active and intelligent manner in which he has carried out his duties as Secretary of the Chamber of Commerce during the past year, when the work has been very much heavier than usual. I shall be pleased to give any further information to members that I can, should they desire it.

Mr. E. A. Hewett.—There are certain questions you have referred to in your speech, on which I should like to be allowed to make a few remarks, I mean those more particularly relating to the shipping interest. Some of those now here were present on a recent occasion when one of our Consuls stated that although the foreign officials were only too anxious to do all in their power to help on trade with this country, it remained with those actually engaged in mercantile pursuits to state what they wanted and see that they got it. These remarks, although addressed to a gathering of but one nationality, with equal truth apply to all engaged in trade with China. We have always been given to understand that constant dropping wears away a stone. It is perhaps because there is so little in the composition of the Chinese Government, as a body, to make the simile applicable that our repeated representations to them as to our wants have up to the present met with such a modicum of success. We have, unfortunately, only too good cause for knowing that very little is to be expected from the authorities in Peking, but it is only by proclaiming what we require, and going on insisting upon it year after year, that we can hope in the end to gain our point. This necessity must be my excuse for again referring to such a well-worn topic as the state of this river. It is true that, thanks to the efforts of our Committee, and their immediate predecessors, we have at last arrived at such a point that we hope within the present year to have the river for a second time surveyed by a competent engineer, and that armed with his report we may be able, through the representations to our respective Governments, to bring such arguments to bear upon the Chinese as will prove to them the advantages which will accrue to trade, and consequently to themselves, by having the approaches to this port improved. It would seem that all that which possibly could be said has been said concerning the state of the bar, but as it will probably be some time before any definite steps are taken to remedy the present condition of affairs, I will, with your permission, once more draw attention to what the presence of this obstruction in the river really means to the trade of Shanghai. Last year was, we know, an exceptionally bad one, owing mainly to the fact that a wreck, which had been sunk in the centre of the fairway, in the most difficult part of the river, had been allowed to remain there nearly three years without any serious effort being made to remove it. It was all along merely a question of time as to when a second accident would occur. In April of last year another vessel was sunk on the bar by striking on the first wreck, but even then, when the condition of affairs fully justified us in fearing that at any moment a third accident might

take place, which would for a time completely block the entrance to the port of Shanghai, it was not for another six months, and only after strong pressure had been brought to bear upon the Imperial Government, they could be prevailed upon to do what they should have done in the first place of their own initiation, viz., remove the obstructions from the river. The thorough and expeditious manner in which this work was carried out by the harbour authorities showed that there was no reason why the wrecks should not have been removed at once, had the Government only recognised their obligations in the matter. The mill of progress in this country grinds very slowly; it remains with us aliens to see that it does not come to a standstill altogether. As regards the effect of the bar on the shipping trade, I will mention the following figures, which I think might with advantage be here stated. Of the fortnightly English mail steamers which visited this port last year eighteen remained entirely below the bar, while only three came up to Shanghai without first lightening. Rather more than two-thirds of their total cargoes were discharged at Woosung, and with the exception of a very few hundred tons, the whole of their export cargoes were loaded below the bar. Out of 533 days in port, 366 were passed at Woosung. Our intermediate steamers being constructed on somewhat different lines, and not being tied down to fixed dates, fared somewhat better, but of these nearly half were unable to reach Shanghai, while a fourth of the number only were able to cross without lightening at Woosung. About one-third of their total inward cargoes were discharged below the bar, and nearly the same proportion of their export cargoes were loaded there. Out of a total of 262 days in port, they spent 84 days at Woosung. Considering that we had vessels coming and going at regular and frequent intervals all the year round, and consequently that many of them were able to take full advantage of the good tides, I think these figures need no further comment from me to shown the urgent necessity which exists for having some improvement effected in the river, enabling vessels to reach Shanghai without undue detention. I will not enlarge on the loss thus entailed, as this is generally recognised, but I may mention that during the past year the English mail steamers would have been supplied in Shanghai with between 4,000 and 5,000 tons of coal in excess of the quantity purchased, had they all been able to come up the river. This of course is a dead loss to Shanghai, and I am sorry to say to the P. & O. Company also, as the coal had to be supplied elsewhere at an increased cost. It seems more than probable that other vessels for the same reason had also to curtail their purchases of coal here, thus incurring a double loss—on the owners and on the coal trade of Shanghai. It has been contended on previous occasions that the complaint against the state of the river is probably as much due to the increased size of the vessels as to the decreased depth of water on the bar. This, however, as far as the P. & O. Company at all events is concerned, is not the case; I can state from personal experience that formerly we did not have as much trouble in getting these vessels up to Shanghai as we have of late, while our intermediate boats are in point of draught considerably lighter than the mail steamers. To emphasise this I may here remark that during last year half of our steamers were not drawing over 20 feet on arrival, while less than one-third were drawing over 21 feet. It is certainly a fact that during the past few weeks the bar has deepened, but we have no reason to suppose that this is more than the temporary alteration which usually occurs during the spring. We know that the depth of water on the bar varies very considerably from month to month and from year to year. Sometimes better and sometimes worse, but in the long run the general change is distinctly for the worse, and because the bar is at the moment better than it has been for some considerable time past, this would not warrant us in relaxing our efforts for obtaining a permanent improvement. I am sorry to hear that the Chairman has not been able to state that definite steps have been taken towards the formation of a Conservancy Board to control the navigation of the Whangpoo. It is many years since the question was brought up at a public meeting held in Shanghai to discuss the best means for improving the river, but until recently the matter has been allowed to remain without further notice. I think most of those engaged in the shipping trade in Shanghai will agree that it is advisable we should have the control of the river in the hands of a Board, with authority to issue such regulations as may be considered best to minimise the risk of accidents, and also with power to enforce their observance by all vessels of whatever class or nationality visiting this port. The Harbour Master has drawn up rules which if only strictly adhered to would go far towards meeting this want, but unfortunately, we know that a good many vessels entirely ignore them, and as these are in most instances occasional visitors, whose owners have no regular agents here, it is very difficult to bring influence to bear upon them to mend their ways. The Conservancy Board should issue licences to pilots, and pilotage should be made compulsory at all events between the outer bar at Woosung and Shanghai. This need not inflict any hardship upon the local companies, as exempt certificates could be granted to the senior officers, subject to their passing a regular pilot's examination, authorising them to pilot all vessels belonging to the companies by whom they are employed at the time of obtaining certificates. All of the large ocean shipping companies already employ pilots for their steamers, but what we want to put a stop to is the passage of vessels, calling here only occasionally, up and down the river while in charge of men who have not sufficient local knowledge. The Board should have greater power over all vessels than at present exercised by the harbour authorities, and their officers should not only see that they are properly moored, but should superintend the distribution of the berths available. In Shanghai where there are fixed moorings laid down, this is a comparatively simply matter, but at Woosung when the river is low, and a number of steamers are detained below the bar, there are at times more vessels requiring berths than can be accommodated, and confusion arises as to which station each vessel will take up. This was the cause of at least one serious collision during last year. Many instances could be cited as to the necessity of a Board constituted somewhat on the above lines, but I will only mention two, one being that of an "outside" vessel which although drawing some two feet less water than was signalled on the bar went on shore close by, no regular pilot being on board. The result was that the deepest channel was practically blocked for two nights. Owing to the position of the vessel the harbour authorities did not consider it advisable to signal the depth of water in this channel except during daylight. The other case was that of a sailing vessel which, presumably from motives of economy, was towed up from Woosung by Chinese launches of insufficient power. The vessel was consequently not under proper control and went on shore on the bar, where she raised a ridge. This for the time being decreased the depth of the channel considerably. Regulations to meet similar cases should be issued by the Conservancy Board, who should have power to punish those proved guilty of a breach of the rules by fines or otherwise, as the circumstances of the case may require. The recent disastrous collision at Woosung, resulting in such a terrible loss of life, might, I think, be cited as one more argument in support of our demand for a Conservancy Board to regulate the traffic on the bar, and this I understand is confirmed by the Naval Court of Inquiry, although I have not yet seen a full report of the finding of the Court. It is only a wonder that the damage done was not greater, as two large steamers crossed the bar inward bound a very few minutes after the accident and these might also have been involved in the disaster had the *Oniwo* been sunk a little more in the centre of the fairway, in which case not only might the river have been entirely blocked, but the loss of life more than doubled. I do not wish to pose as an alarmist, but we who are directly interested in the shipping trade know that these narrow escapes are of almost daily occurrence and that we are in constant danger of similar disastrous collisions taking place. This state of affairs will continue so long as we are without a proper authority to regulate the traffic of the river. Another duty of the Board should be to see that all obstructions in the river are promptly removed, and they should be granted the necessary powers for removing these obstructions after first notifying the Chinese Government of their intention to do so. I have already alluded to the *Feima* and *Nora*, two cases in point, but there still remains another wreck which should also be cleared away without further delay. This is the *Birkhall*, now sunk off the Woosung fort, where it has been for over nine months. A contract has, it is true, been made for raising this wreck, but a great deal of unnecessary delay took place before this was decided upon, although there was no question as to who was responsible for the loss. I do not know that the wreck of the *Birkhall* is a worse danger to passing vessels than a steamer at anchor would be, but it has taken up a berth at Woosung at a time when there were as many as four steamers lying outside in the Yangtsze waiting for room in order to come in and discharge. I believe I am right in saying that last autumn one of the continental mail steamers was detained over 48 hours off the red buoy, there being no room for her inside. It is to be hoped that before very long some steps will be taken to improve the approaches to Shanghai. For this purpose a special fund will have to be raised, and it is most important that a Conservancy Board should be created without further delay in order to control the collection and expenditure of the fund, as well as to supervise the actual work on the river. This is another argument which might be, and indeed has already been, brought forward in favour of a Board to superintend the conservancy of the river, which is that the channel must to a very great extent be influenced by dredging, bunding, and other changes to which the banks are continually being subjected. If this were the case nearly twenty years ago, how much more must it be to-day? The number of wharfs has very much increased, and these have to carry on dredging operations which with difficulty make it possible for ocean steamers to go alongside to discharge. In other places the land is required for factories, foreshores are filled in and bunded up, and, as far as we can see, now that Shanghai is about to take an important position in the Far East as a manufacturing centre, the demand for such sites with a river frontage will increase. What this indiscriminate and piece-meal work along the banks will result in is of course out of my power to foretell, but it appears to me most necessary that if we are to prevent any further deterioration in the approaches to Shanghai, all works of this nature should be under the guidance of a Board acting on the advice of a qualified engineer. No bunding or dredging should be carried on between the native city and Woosung without permission being first received from the Conservancy Board, nor should mud from the various dredging operations be deposited in the river except in places indicated by them. We all know that in places the river has during the past few years narrowed considerably. It may not be equally well known that it is in parts, at all events, also shoaling. Although these shoals have not as yet formed obstructions to the navigation, there is every likelihood of their doing so, and for this reason the direction of works on the banks of the river should be placed in competent hands, and some supervision exercised over them as a whole. In view of the importance of this question I trust the Committee will continue to press for satisfactory settlement of the matter. The question of bonded warehouses is one which really concerns merchants, but I should like to point out how the present system affects steamship companies. As cargo to be bonded can only be landed at the C. M. Wharf, this necessitates having the goods sorted out on board the steamers at the cost of considerable loss of time and money. Fortunately, up to the present, the amount of cargo bonded has been very small, but it can easily be understood that if, in the future, importers wish to avail themselves to a greater extent than at present of the bonded warehouses, thus necessitating the sorting on board of a larger quantity of cargo, the delay in discharging a steamer

will be very much increased, which for many reasons cannot be too strongly deprecated. At the time the present system was inaugurated a strong protest was made by the then Committee of this Chamber against this arrangement, but without effect. If bonded warehouses are required here it is a distinct hindrance to the trade that the privilege of storing cargo in bond should be confined to one wharf company, and that one at which only a small proportion of the ocean steamers discharge. I trust that the Committee will again take this matter up, and by making fresh representations in the proper quarter succeed in having it placed on a more equitable footing. I am afraid I have already encroached upon the time of this meeting, but there still remains one more question to which I should like to allude, namely, the Yangtsze regulations. I believe I am right in saying that these will probably shortly be amended as far as the rule which obliges ocean-going steamers to deposit their papers at Chinkiang is concerned, and that in future Woosung may be substituted for the former port. I would remind you that the leading ocean shipping companies addressed a joint letter to you some time ago calling attention to the inconvenience suffered in consequence of our being obliged to have cargo shipped on through bill of lading to the river ports, examined here, and duty paid, before the goods can be forwarded to their destination. I should be glad to know if there is any chance of our having this clause altered, as although it is not a very great matter, it is one which might with advantage be remedied at the same time that other clauses in the regulations are being revised.

The Chairman said he thought it would be desirable, if possible, to get a general expression of opinion regarding bonded warehouses, but if no opinions were expressed the matter would be left in abeyance until the next annual meeting. As regarded the Yangtze Regulations, the matter had engaged a good deal of attention during the year, and had not been lost sight of. The Chamber's last communication was on the 18th of January to Dr. Stuebel. There had been some changes at Peking during that time, and an answer was expected shortly. With reference to the River Conservancy the remarks he (the chairman) had made would show he was in entire sympathy with what Mr. Hewett had said. The matter had received the serious consideration of the Committee, and would continue to do so. He begged to propose, that the report and accounts, as presented, be accepted and passed. As regarded the accounts they were more favourably than last year, there being a credit balance of Tls. 2,100, as against Tls. 1,000, the number of members being 58, of which 38 were British, 8 German, 4 American, 2 French, 3 Japanese, 1 Swiss, 1 Danish and 1 Russian.

Mr. Hewett seconded the resolution, which was unanimously carried.

Upon the motion of Mr. H. R. Hearn, seconded by Mr. Douglas Jones, the following gentlemen were elected to serve on the Committee for the ensuing year:—Messrs. D. Brand, J. Chapsal, C. J. Dudgeon, A. Korff, W. D. Little, A. P. MacEwen, J. H. McMichael, D. M. Moses, E. B. Skottowe, and A. Wasserfall.

The proceedings then terminated.—*N. C. Daily News.*

## *HONGKONG.*

The number of plague cases for the year yesterday reached 870. During the week cases have been imported from Singapore and one from Bangkok. Unfortunately one of the patients under treatment is Mr. Skelton, whose illness was diagnosed as plague on Sunday. He is progressing favourably. On the 13th inst. the annual meeting of the members of the Hongkong General Chamber of Commerce was held at the City Hall. On the 15th inst. a Marine Court of Inquiry was held at the Harbour Master's Office respecting the stranding of the *Menmuir*. A poll of the residents was taken on Friday and Saturday respecting the constitution of the Sanitary Board and the vote resulted in an easy victory for the advocates of an unofficial Board. The annual meeting of the Victoria Recreation Club was held on Friday. On Monday, the new Chief Justice, Dr. Carrington, took his seat in the Supreme Court for the first time since his appointment and received a most cordial welcome from the members of the Bar. The final in the Lawn Tennis Tournament Championship was played on Monday afternoon and the match was won by Lieutenant Percival.

The mercantile classes at Wuchow are, we hear, expressing a desire to learn English, which they recognise as the international language of trade.

At 10.40 on Thursday night a fire broke out in a tea shop at 73, Jervois Street and the two top storeys were gutted. The premises were insured with Messrs. Carlowitz for $8,500.

The appointment of Dr. John Worrell Carrington, Q.C., C.M.G., D.C.L., LL.D., to be Chief Justice in succession to His Honour Sir Fielding Clarke, is gazetted.

The steamer *Ingraban*, which recently went ashore on Tamsui bar, arrived here on the 12th May and on the 13th went into dock for examination. She is reported to be undamaged.

There were 2,243 visitors to the City Hall Museum last week, of whom 198 were Europeans.

A Chinaman was fined $100 at the Police Court on the 18th May for carrying arms without a licence.

Rice is now selling in the famine districts of Kwangsi at $10 to $12 a picul. Children from two to fourteen years of age are on offer at from $3 to $30, the people having now obtained leave to sell them, as they must otherwise starve to death.

Captain William Ward, formerly of the *City of Peking*, is now in command of the steamer *City of Rio de Janeiro*. Captain W. J. Russell, lately in command of the *Rio*, is transferred to the *City of Para*, a sister ship, running between San Francisco and Panama ports.

There were 10 cases of plague on the 12th, 9 on the 13th, 9 on the 14th, 17 on the 15th, 10 on the 16th, 7 on the 17th, 9 on the 18th, and 8 on the 19th. One of the patients is Mr. Skelton, who is being treated on the *Hygeia*. The disease seems to have broken at Singapore, as several cases have come from vessels arriving from that port.

Dr. Carrington, the new Chief Justice, with Mrs. and Miss Carrington, arrived on the 13th May by the P. & O. steamer *Japan*. The Hon. W. M. Goodman, Attorney-General, who has been acting as Chief Justice since the departure of Sir Fielding Clarke and pending the arrival of Dr. Carrington, left by the Canadian Pacific steamer yesterday for home on short leave.

It is notified that no steam launches, junks, sampans, or other craft, except engaged on the Praya Reclamation works, are allowed to enter the area south of the line of the new praya wall between Pottinger Street and Ice House Street except so far as such entrance is necessary for the purpose of conveying passengers and goods to and from the present praya.

On Saturday afternoon there was rather an alarming explosion in Bullock Lane. Some workmen were smashing shells for the purpose of melting them, when one of the shells burst and three men were injured about the face and body. They were taken to the Government Civil Hospital, where they are detained. The splintered shell broke several windows and one piece shot against a wall and cracked a number of bricks.

At the Magistracy on the 14th May before Hon. Commander W. C. H. Hastings, an engineer named John Coleman, late of the steamship *Strathnevis*, was charged with stabbing an Indian constable. The prisoner was behaving improperly in Jubilee Street and when spoken to by the policeman he pulled out a clasp knife and stabbed the constable in the left side of the neck. A sentence of four months' imprisonment with hard labour was passed.

The following notification appears in the *Gazette*:—His Excellency the Governor is pleased to direct that the anniversary of the Birthday of Her Gracious Majesty the Queen be celebrated in this colony on Thursday, the 28th inst., which day will therefore, under the provisions of Ordinance No. 6 of 1875, be a public holiday. The Statue erected in commemoration of the Jubilee of Her Majesty the Queen will be unveiled by His Excellency the Governor at 5.30 p.m. on that day.

An important letter by Mr. Danby will be found in another column. Mr. Danby formally alleges corruption in the administration of the sanitary regulations. The Government will have to sift this matter to the bottom, either by the appointment of a Commission or otherwise. It is to be hoped the scandalous corruption which existed a quarter of a century ago in connection with the suppression of gambling, etc., is not to be repeated in connection with the present crusade against dirt and disease.

The four men charged with being concerned in the armed attack, robbery, and murder at Wanchai on Saturday week were again brought before the Magistrate on the 12th May. Inspector Duncan applied for a further remand of eight days, as neither the actual murderer nor the injured lukong was able to leave the hospital. The remand was granted. It is expected that the wounded men will not be able to leave the hospital for another fortnight. The man whose shop was entered by the gang has disappeared and the police do not know where he is.

## *COMMERCIAL.*

### TEA.

HANKOW, 11th May.—The first arrivals of new season's teas were reported on the 8th instant. Musters of Ningchow and Khemun were placed on the market on the following day. Only one chop of the Hankow district teas has arrived. Purchases were reported on the 9th instant, settlements to date consisting of the following:—

| | | | |
|---|---|---|---|
| Ningchows | 3,547 | ½-chts. at Tls. | 43 to 53 per pcl |
| Khemuns | 1,635 | „ „ | 41 to 53 „ |
| Oonams | 125 | „ „ | 36 to — „ |

EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

| | 1895-96 lbs. | 1894-95 lbs. |
|---|---|---|
| Canton and Macao | 7,146,099 | 7,813,750 |
| Amoy | 781,523 | 772,694 |
| Foochow | 11,175,408 | 14,357,248 |
| Shanghai and Hankow | 21,111,512 | 21,591,499 |
| | 40,514,542 | 44,535,229 |

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

| | 1895-96. lbs. | 1894-95 lbs. |
|---|---|---|
| Amoy | 16,180,101 | 19,447,759 |
| Foochow | 6,066,651 | 4,626,555 |
| Shanghai | 29,029,320 | 25,796,160 |
| | 51,276,073 | 49,870,454 |

EXPORT OF TEA FROM CHINA TO ODESSA.

| | 1895-96 lbs. | 1894-95 lbs. |
|---|---|---|
| Hankow and Shanghai | 27,240,863 | 22,555,223 |

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

| | 1895-96 lbs. | 1894-95 lbs. |
|---|---|---|
| Yokohama | 29,839,717 | 28,777,516 |
| Kobe | 18,826,303 | 16,887,231 |
| | 48,666,020 | 45,664,747 |

### SILK.

CANTON, 19th May.—Re-reels and Tsatlees—Remain in no enquiry. Dealers are afraid to offer forward contracts in Re-reels owing to the probable shortness of the 2nd crop and a few small offers obtained at $470 average for Nos. 1, 2, 3, Grant have met with no response. Filatures.—Best chops in finest and fine sizes, 9/11 to 11/13, have been in good demand throughout the fortnight, and hold their ground, but other sorts are in no favour and show weakness. A fairly good business has been done in the former class at $622½/625 for Kwong Shun Cheong and Min King Lun 11/13, $615/610 for Luen Kee, Kweng Lun Fung, Kai Lun Yuen, Poo Cheong Wo, Hip San Choy 9/11, $600/595 for Shun Kee, Chung Sun Hing 10/12, and $590 for Man Po Sing 10/12. King Wo Cheong 18/22 has also sold at $500 and 3rd last 11/13, 13/15, at $500/480. Nothing is doing in Shortreels with America. Waste—Remains in fair enquiry at steady rates for Steam. Punjums are weaker and other sorts fail to interest. Stock:—Tsatlee, 200 bales; Filature,

5/6,000 bales, reeled and to close of season. We append quotations in Canton, with laying down cost in London and Lyons Exchange 6 months' sight 2/2⅜ and Fcs. 2.81 per Dollar :—

| | | | | |
|---|---|---|---|---|
| Tsatlee ............ | No. 1 | $440 | Nominal. | = 8/0½ |
| | No. 2 | $425 | | = 7/9¼ |
| | No. 3 | $410 | | = 7/6 |
| | No. 4 | $390 | | = 7/2 |
| | No. 4½ | $370 | | = 6/9½ |
| | No. 5 | $360 | | = 6/7½ |
| Filature 1st class | 11/13... | $625 to $615 | | |
| 1st ,, | 13/15... | $625 to $615 | | |
| 2nd ,, | 9/11... | $610 to $620 | | |
| 2nd ,, | 10/12... | $590 to $600 | | |
| 2nd ,, | 13/15... | $575 to $580 | | |
| 2nd ,, | 10/12... | $570 to $580 | | |
| 3rd ,, | 11/13 | $505 to $480 | | |
| 3rd ,, | 13/15 .. | $505 to $480 | | |
| Re-reeled Lacklow | No. 1 | $485 | Grant-reel. | |
| | No. 2 | $470 | | |
| | No. 3 | $455 | | |
| | No. 4 | $435 | | |
| Mahang ... | No. 1 | $460 | | |
| Punjum Books No. 3 & 4 | | $ 81 | | =1/6¾ |
| Punjum Waste ............ | | $ 71 | | =1/4½ |
| Steam Waste Extra ...... | | $ 92 | | =1/9¼ |
| Market Extra ... | | $ 75 to $76 | | =1/5¼ to 1/5¾ |
| No. 1 .............. | | $ 57 | | =1/1½ |
| Gum Waste No. 2 ... | | $ 50 | | =1/- |
| Re-reel Waste ............ | | $ 86 | | =1/7¾ |
| Pierced Cocoons ........ | | $ 62 | | =1/2½ |

Settlements for the fortnight :—

| | 1895-96. | 1894-95. |
|---|---|---|
| For Europe ... | 1,100 bales | 1,000 bales. |
| For America .. | 25 ,, | — |
| For Bombay .. | 20 ,, [& 5 piculs. | — |

SHANGHAI, 14th May.—(From Messrs. A. R. Burkill's circular.)—London telegrams to 12th current quote that market quiet, with Blue Elephants at 10s. Raw silk.—A continuance of fine weather has materially improved Crop prospects and has also brought about a weak feeling on this market. Settlements include about 600 bales White, 100 bales Yellow, and 100 bales Wild Silks. Prices at the close are weak Arrivals, as per Customs Returns, May 7th and 13th, are 244 bales White, 23 piculs Yellow, and 178 piculs Wild Silks. Waste Silks.—Purchases of Tussah Waste 1 and 2 at Tls. 26 and Tls. 22 and Shantung Frisons at Tls. 18½ are reported, but there are very few buyers. Pongees.—Very trifling purchases of Shantung have transpired, but some 4,000 pieces of White Cloth have been booked of various measurements and qualities on a basis of Tls. 14.40 for 21/22 oz. by 70 yds. weighing 56 oz.

Purchases include :—Tsatlees.—Mountain 3 at Tls. 377½ per picul, Gold Lion at Tls. 345, Gold Kiling at Tls. 315, Three Pagoda at Tls. 295. Taysaam.—9/12 Moss Green Stock 2 at Tls. 320. Yellow Silk.—Mienchow Tls. 231¼, Kcpun Tls. 237½. Filature.—Black Horse Extra at Tls. 475. Wild Silk.—Tupah Raw Szechuen at Tls. 111½.

## EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

| | 1895-96 bales. | 1894-95 bales. |
|---|---|---|
| Shanghai ...................... | 55,441 | 49,597 |
| Canton ........................ | 19,039 | 15,754 |
| Yokohama .................... | 21,718 | 20,258 |
| | 96,198 | 85,609 |

## EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

| | 1895-96 bales. | 1894-95 bales. |
|---|---|---|
| Canton ........................ | 9,387 | 8,793 |
| Shanghai ...................... | 10,069 | 9,662 |
| Yokohama .................... | 28,058 | 24,848 |
| | 47,514 | 43,303 |

## CAMPHOR.

HONGKONG, 20th May.—Prices remain almost the same as last reported. Quotations for Formosa are $49.50 to $50.00. During the past week sales have been 200 piculs.

## SUGAR.

HONGKONG, 20th May.—The position of the market remains unchanged. Following are the quotations :—

| | | | | |
|---|---|---|---|---|
| Shekloong, No. 1, White... | $7.12 to | 7.15 | per pcl. |
| do. ,, 2, White... | 6.50 to | 6.53 | ,, |
| Shekloong, No. 1, Brown... | 4.48 to | 4.50 | ,, |
| do. ,, 2, Brown... | 4.30 to | 4.32 | ,, |
| Swatow. No. 1, White... | 7.02 to | 7.05 | ,, |
| do. ,, 2, White... | 6.37 to | 6.40 | ,, |
| do. ,, 1, Brown... | 4.38 to | 4.40 | ,, |
| Swatow, No. 2, Brown... | $4.23 to | 4.26 | per pcl. |
| Soochow Sugar Candy ...... | 10.85 to | 10.90 | ,, |
| Shekloong ,, ...... | 9.30 to | 9.33 | ,, |

## MISCELLANEOUS EXPORTS.

The steamer *Palamed*, Hongkong to London, 4th May, took :—45 cases Cigars, 1 cases Curios, 46 bales Canes, and 4 packages Sundries; for London :—100 bales Waste Silk.

The P. & O. steamer *Pekin*, Hongkong to London, 7th May, took :—12 cases Blackwoodware, 653 boxes Tea (6,250 lbs. Congou), 25 bales Waste Silk, 6 cases Silks, and 1 case Feathers; for Gibraltar :—11 cases Sundries; for France :—891 bales Raw Silk, and 1 case Silk Piece Goods; for Milan :—58 bales Raw Silk.

The steamer *Radnorshire*, Hongkong to New York, 9th May, took :—4,617 rolls Matting, 25 packages Canes, 26 cases Bristles, 63 cases Chinaware, 10 Palm Leaf Fans, 20 boxes Ginger, and 1,439 packages Merchandise.

The steamer *Saghalien*, Hongkong to Suez, 13th May, took :—21 packages Furniture; for France :—453 bales Raw Silk, 41 cases Silk Piece Goods, 10 cases Essential Oil, and 2 cases Porcelain; for Milan :—20 bales Raw Silk; for London :—5 cases Silk Piece Goods.

## OPIUM.

HONGKONG, 20th May.—Bengal.—The market continued on the decline until late in the interval, when an improvement set in and prices recovered to a small extent, closing quotations being $682½ for New Patna, $727½ for Old Patna, $685 for New Benares, and $750 for Old Benares.

Malwa.—A steady business has passed in this drug at slightly enhanced rates for Old descriptions. The following are the latest figures :—

| | | | |
|---|---|---|---|
| New ... ...... | 750 with allowance of | 0 to 3¼ cts. |
| Old (2/4 yrs.) $760 | ,, | 0 to 1¾ ,, |
| ,, (5/8 yrs.) $780 | ,, | ½ to 2¼ ,, |

Persian.—There has been scarcely anything doing during the past week. Rates are unchanged, closing at $580 to $610 for Oily, and $600 to $650 for Paper-wrapped according to quality.

To-day's stocks are estimated as under :—

| | | |
|---|---|---|
| New Patna .............................. | 1,779 | chests |
| Old Patna .............................. | 510 | ,, |
| New Benares .............................. | 270 | ,, |
| Old Benares .............................. | 9 | ,, |
| Malwa .............................. | 460 | ,, |
| Persian .............................. | 1,310 | ,, |

COURSE OF THE HONGKONG OPIUM MARKET.

| DATE. | PATNA. New. | PATNA. Old. | BENARES. New. | BENARES. Old. | MALWA. New. | MALWA. Old. |
|---|---|---|---|---|---|---|
| 1896. | $ | $ | $ | $ | $ | $ |
| May 13 | 675 | 720 | 675 | 740 | 750 | 760 780 |
| May 14 | 680 | 725 | 682½ | 745 | 750 | 760 780 |
| May 15 | 680 | 728½ | 682½ | 745 | 750 | 760 780 |
| May 16 | 680 | 725 | 682½ | 745 | 750 | 760 780 |
| May 17 | 680 | 725 | 682½ | 745 | 750 | 790 780 |
| May 18 | 677½ | 725 | 682½ | 745 | 750 | 760 780 |
| May 19 | 680 | 725 | 682½ | 750 | 750 | 760 780 |
| May 20 | 682½ | 727½ | 685 | 750 | 750 | 760 780 |

## COTTON.

HONGKONG, 20th May.—A steady business continues to be put through in Bengal Cotton, while prices remain unchanged. Stocks: Bengal, 4,500 bales; Ningpo, nil.

| | | |
|---|---|---|
| Bombay ... ..... .......... | $12.00 to 16.00 | p. pl. |
| Kurrachee .................. | 12.00 to 15.50 | ,, |
| Bengal, Rangoon, and Dacca .............. | 15.50 to 15.75 | ,, |
| Shanghai and Japanese.. | 19.00 to 21.00 | ,, |
| Tungchow and Ningpo.. | 19.00 to 21.00 | ,, |
| Madras...... .......... ..... | 13.00 to 17.00 | ,, |

Sales: 900 bales Bengal, Rangoon and Dacca.

## RICE.

HONGKONG, 20th May.—The high prices are maintained owing to the famine in Kwangsi and Tonkin. Closing quotations are :—

| | per picul. |
|---|---|
| Saigon, Ordinary ... ..... ............ | $2.30 to 2.35 |
| ,, Round, good quality ...... | 2.63 to 2.65 |
| ,, Long ........................ | 2.75 to 2.78 |
| Siam, Field, mill cleaned, No. 2 ... | 2.60 to 2.62 |
| ,, Garden, ,, No. 1 ... | 2.82 to 2.85 |
| ,, White ........................ | 3.12 to 3.16 |
| ,, Fine Cargo .................. | 3.32 to 3.35 |

## COALS.

HONGKONG, 20th May.—Sales of 6,000 Japanese at $4.35 to $5.35 and 1,600 tons Australian at $6.75 are reported. Quotations are :—

| | | | |
|---|---|---|---|
| Cardiff ........ | $12.00 to | — | ex ship, nominal. |
| Australian ... | 7.00 to | 7.25 | ex ship, nominal. |
| Miike Lump... | 5.60 to | 5.75 | ex ship, nominal. |
| Miike Small... | 4.65 to | — | ex ship, do |
| Moji Lump ... | 4.00 to | 5.50 | ex ship, nominal. |

## MISCELLANEOUS IMPORTS.

HONGKONG, 20th May.—Amongst the sales reported are the following :—

YARN AND PIECE GOODS :—*English Yarn.*—30 bales No. 28 Black Stag at $111. *Bombay Yarn.*—285 bales No. 10 at $72 to $78 430 bales No. 12 at $72 to $77.50, 335 bales No. 16 at $85 to $91, 700 bales No. 20 at $88 to $91.50. *Grey Shirtings.*—1,500 pieces 8¼ lbs. 3 Dogs at $2.92½, 1,500 pieces 8¼ lbs. Blue Joss B. at $2.85, 2,100 pieces 8¼ lbs. Blue Fish at $2.32½, 700 pieces 7 lbs. Large Eagle at $1.81, 900 pieces 8¼ lbs. Red 7 Boys at $2.42½, 600 pieces Blue Hunter at $2.40 1,000 pieces 11 lbs. Coloured Hunter at $3.65, 3,000 pieces 8¼ lbs. Snake and Elephant at $2.75, 300 pieces 8¼ lbs. Lion and Arrow at $2 70, 600 pieces 8¼ lbs. Red Hunter at $2.20, 600 pieces Red Seven Boys at $2.42½, 1,200 pieces 8¼ lbs. Blue Peach at $2.80. *White Shirtings.*—750 pieces No. 1,000 at $3.10, 1,250 pieces Gold Joss B. at $3.20, 600 pieces Blue Lion at $5.55, 1,000 pieces Peacock at $3.30, 1,500 pieces Flower at $4.62½ to $4.65, 500 Green Stag at $3.25, 100 pieces O. O. O. at $5.40, 150 pieces A. A. A. at $5.60, 1,000 pieces Gold Dragon at $5.20, 1,000 pieces No. 300 at $3.40, 500 pieces D. 70 at $3.40, 300 pieces Gold Tiger at $5.70, 300 pieces D. K. at $1 60 1,500 pieces Fan at $4 90, 300 pieces X. 9 at $4.45, 500 pieces No. 64 at $2.20, 500 pieces No. 600 at $4.15, 1,500 pieces Fan and Duck at $5.30. *Drills.*—150 pieces 15 lbs. Large Eagle at $4.65, 300 pieces 16 lbs. Large Eagle at $5.20. *Turkey Reds.*—250 pieces 4 lbs. Fisherman at $2.65. *T-Cloths.*—1,875 7 lbs. Mexican Gold Dragon at $5.25, 1,125 pieces 7 lbs. Blue Dragon B. B. at $2.25, 600 pieces V. V. at $2.85, 2,100 7 lbs, Mexican Red Stag at $2.30, 1,500 pieces 8 lbs. Mexican Gold Dragon at $2.60, 600 pieces 8 lbs. X. M. at $2.25, 300 pieces 8 lbs. Crown at $2.62½, 300 pieces X. X. at $2.90.

METALS :—*Tin.*—200 slabs Siam at $34.

COTTON YARN.

| | per bale | | |
|---|---|---|---|
| Bombay—Nos. 10 to 20 ...... | $64.00 | to | $81.00 |
| English—Nos. 16 to 24 ...... | 104.00 | to | 108.00 |
| ,, 22 to 24 ...... | 109.00 | to | 112.00 |
| ,, 28 to 32 ...... | 114.00 | to | 119.00 |
| ,, 38 to 42 ...... | 124.00 | to | 131.00 |

COTTON PIECE GOODS.

| | per piece | | |
|---|---|---|---|
| Grey Shirtings—6lbs. ......... | 1.40 | to | 1.55 |
| 7lbs. ......... | 1.85 | to | 2.05 |
| 8.4 lbs. ...... | 2.20 | to | 3 10 |
| 9 to 10 lbs | 3.20 | to | 4 00 |
| White Shirtings—54 to 56 rd | 2.30 | to | 2.50 |
| 58 to 60 ,, | 2.65 | to | 3.25 |
| 64 to 66 ,, | 3.50 | to | 3.75 |
| Fine ...... | 4.05 | to | 6.90 |
| Book-folds. | 3.20 | to | 5.40 |
| Victoria Lawns—12 yards ... | 0.60 | to | 1.25 |
| T-Cloths—6lbs. (32 in.). Ord'y. | 1.40 | to | 1.55 |
| 7lbs. (32 ,, ). .. | 1.80 | to | 2 95 |
| 6lbs. (32 ,, ). Mexs. | 1.60 | to | 1.75 |
| 7lbs. (32 ,, ). ,, | 2.15 | to | 2.40 |
| 8 to 8½lbs. (36 in.) | 2.35 | to | 3.05 |
| Drills, English—40 yds, 13¾ to 14lbs... .......... | 3.25 | to | 4.30 |

FANCY COTTONS

| | | | |
|---|---|---|---|
| Turkey Red Shirtings—1½ to 5lbs. | 1.30 | to | 3.50 |
| Brocades—Dyed ............ | 3.75 | to | 4.50 |
| | per yard | | |
| Damasks .................. ....... | 0.12 | to | 0.15 |
| Chintzes—Assorted ...... ... | 0.07 | to | 0.10 |
| Velvets—Black, 22 in......... | 0.21 | to | 0.28 |
| Velveteens—18 in. ........... | 0.16 | to | 0.20 |
| | per dozen | | |
| Handkerchiefs—Imitation Silk | 0.40 | to | 0.85 |

WOOLLENS

| | | | |
|---|---|---|---|
| | per yard | | |
| Spanish Stripes—Sundry chops. | 0.60 | to | 0.95 |
| German ....... | 1.00 | to | 1.15 |
| Habit, Med. and Broad Cloths. | 1.25 | to | 3.50 |
| | per piece | | |
| Long Ells—Scarlet ........... | 6.90 | to | 8.00 |
| Assorted ........ | 7.00 | to | 8.10 |
| Camlets—Assorted ............ | 13.00 | to | 27.00 |
| Lastings—30 yds., 31 inches, Assorted | 10.00 | to | 15.00 |
| Orleans—Plain ................ | 3.00 | to | 3.60 |
| | per pair | | |
| Blankets—8 to 12lbs. ... .... | 4.20 | to | 8.40 |

**Metals**

| | | | |
|---|---|---|---|
| | per picul | | |
| Iron—Nail Rod | 3.05 | to | — |
| Square. Flat Round Bar | 3 00 | to | 3 05 |
| Swedish Bar | 4.75 | to | 4.80 |
| Small Round Rod | 3.55 | to | — |
| Hoop | 4.50 | to | — |
| Old Wire Rope | 3.00 | to | — |
| Lead, Australian | 6.65 | to | — |
| | per case | | |
| Yellow M'tal—Muntz 14/28 oz. | 25 25 | to | — |
| Vivian's, 16/32 oz. | 25.00 | to | — |
| Elliot's, 16/28 oz. | 25.00 | to | — |
| Japan Copper, Slabs | 24.75 | to | — |
| Tin | 35.50 | to | 35.75 |
| | per box | | |
| Tin-Plates | 5 00 | to | — |
| | per cwt. case | | |
| Steel | 4.25 | to | — |

**Sundries**

| | | | |
|---|---|---|---|
| | per picul | | |
| Quicksilver | 109.75 | to | — |
| | per box | | |
| Window Glass | 3.30 | to | — |
| | per 10-gal. case | | |
| Kerosene Oil | 2.07 | to | — |

---

Shanghai, 14th May.—(From Messrs. Noël, Murray & Co.'s Piece Goods Trade report.)—There is more movement to report in spot cargo this week and also in goods for arrival, and a considerable business has been done, although the figures published show a small proportion of the sales actually made. Demand has run chiefly on the better class of 8.4-lbs. Grey Shirtings and White Shirtings, and several large lines have fallen through owing to holders declining to accept the prices offered, which are, as a rule, only a few points below the rates asked. There appears to be no decided reason for this improvement in demand, other than that the goods are wanted at the outports, and this applies more particularly to a certain class of printed goods, for which orders are already in the hands of dealers, but, as usual, the question of price prevents business. An enquiry for English Sheetings has sprung up during the week and several sales are reported, medium qualities being apparently most in demand. Advices from the outports continue favourable, those from Ningpo being particularly good, while an improvement is looked for from Tientsin when the Peiho river becomes more navigable. This improvement in demand for Cotton goods is confirmed by the prices obtained at auction. Woollens, on the contrary, have gone in favour of buyers.

Metals.—(From Mr. Alex. Bielfeld's report).—16th May:—The quietness previously reported continues, and there seems to be a total absence of demand from the outports and interior. But the real reason is probably that natives over-estimated the wants of this spring, thinking the shortness of the supply last year greater than it really was. In fact, only in very few lines could supplies have been short, for the imports of foreign goods into Shanghai during 1895 show an increased value of two million taels, with a lower rate exchange ruling, as compared with 1894. Nevertheless importing went on merrily not only during the last two months of 1895 but also during January, February, and March this year. Stocks consequently of several leading lines are far heavier than any ordinary demand can call for, for some few months to come; notably this is the case with Nailrods, Old Iron, and most sundry goods. Under these circumstances it is not to be wandered at that natives are selling goods at 10 to 15 per cent. under present costs and that those few importers who continue to bring goods out here to realize, regardless of the statistical position, are by no means pleased with present results. Lead.—The market is quiet, Australian offering at Tls. 5.10 "to arrive" and L. B. and Enthoven at Tls. 5.15. Nailrods and Bar.—A sale from stocks has been made of "Goffin" at 10.6, but nothing whatever has been put through by cable, as prices are 7 to 10 per cent. higher than that figure. Stocks are very heavy in spite of an increased consumption. Steel.—2,000 boxes Bamboo Steel, Double Horse, have been contracted for at about £11 3s. 0d, c.i.f. Yellow Metal and Copper.—60 cases Yellow Metal Sheathing have been sold at Tls. 19.50, not previously reported. Present prices for 14/32 oz. best brands is Tls. 20 to Tls. 21. Scrap Material.—Contracts have been made for Boiler Plates, Old Wire Rope, and Old Bale Hoops, at private terms. Horse-shoes are not in demand, stocks being heavy and little else can be said of either Tyres or Steel Plate Cuttings. Shoes are quoted at 83/- to 88/- c.i.f.

## JOINT STOCK SHARES.

Hongkong, 20th May.—The dullness reported in our last has continued and we have nothing of any importance to report. Rates have ruled, and close, steady.

Banks.—Hongkong and Shanghais—A few small sales at 184 and 185 per cent. prem. for cash and the end of the month have been effected; market closes quiet at 185 with cash and a few time shares offering. The latest London quotation is £42. Bank of Chinas and Nationals remain unchanged and without business.

Marine Insurances.—Small sales of China Traders at $79½, Straits at $28¾, Unions at $222½, and Yangtszes at $150 constitute the entire business of the week under this heading.

Fire Insurances.—Both Hongkongs and Chinas have ruled very quiet with small sales of the former at $335 and of the latter at $93½.

Shipping.—Rates show a nearly all round improvement and a fair business has been put through in most of the stocks. Hongkong, Canton, and Macaos continuing in demand the rate rose to $34 for cash and the end of the month, at which rate a fair number of shares changed hands, and more are wanted at the moment without finding sellers. On time a few unimportant transactions were effected at $34½ to $35 for August and more shares could be placed at the latter rate. Douglases in the early part of the week ruled weakish, and small sales were effected at $53½. Towards the close, however, in response to a steady demand, the rate gradually crept up to $56, after small sales at $54, $54½, $55, and $55½; market closes strong at quotation. Indo-Chinas have been enquired for from the North, and the rate has improved to $67, after sales at that and at $66. China and Manilas have ruled firm at $67½ with sales, and close steady. China Mutuals have found buyers for Preferences at £8 5s., and a small lot is reported to have changed hands at £8 10s.; at the latter rate, however, shares are freely offered without finding buyers.

Refineries.—China Sugars suddenly came into small demand and shares changed hands at $115, $115½, $116, and $118 cash, and at $118 and $119 for July and August; at time of writing shares are obtainable on time, but cash shares are not offering at all freely and the market closes steady. Luzons, after a small sale at $60, are wanted at the rate.

Mining.—Punjoms, after small sales at $16, settled down quietly to $15½ to $15¾, at which rates the market has ruled quiet with small sales, and closes steady but quiet at $16. Preferences have changed hands at $3.25, $3.50, $3.85, and $4, closing with buyers at $3.90. Balmorals have advanced to $2.25 with sales, and close steady at that rate. Jelebus have further declined to $2.80. Raubs have improved to $5.50 with sales and close firm at that rate. Olivers are enquired for, but no shares are forthcoming at quotations.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks continue to change hands at 182 per cent. prem., market closing quiet at that; on time sales have been effected at 186 for June and 191 for August. Kowloon Wharves after further sales at $46½ close rather firmer at that rate. Wanchai Godowns, neglected.

Lands, Hotels, and Buildings.—Lands have changed hands at $72 and $71½, and a sale is reported at $71; market closes firmish at $71½. Hotels have further improved with sales at $33 and $33½, closing firm at latter rate. West Points and Humphreys Estates continue neglected at quotations.

Miscellaneous.—Green Islands have found buyers at $15, and more could be placed at the same rate. Watsons have changed hands at $13 and $13¼ closing steady. The Company's report just issued recommends a final dividend of 5 per cent., to write off $4,868 for depreciation, to place $7,000 to permanent reserve fund, and to carry forward $8,015 to credit of new Working Account. Electrics have been negotiated at $6.75, $6.85, and $6.90, closing with sellers at latter rate. Ropes are reported to have changed hands at $120, and Tramways at $96. Fenwicks have found buyers at $24, $24½, and $25, closing steady at the latter rate; and Ices have been negotiated in fair lots at $108.

Closing quotations are as follow:—

| Company. | Paid up. | Quotations. |
|---|---|---|
| Banks— | | |
| Hongkong & S'hai... | $125 | 185 p. ct. prem.=[$356 25 s.&s'lers |
| China & Japan, prf. | £5 | nominal |
| Do. ordinary... | £1 10s. | nominal |
| Do. deferred... | £1 | £2, buyers |
| Natl. Bank of China | | |
| B. Shares | £8 | $30, sellers |
| Founders Shares.. | £1 | $115, sellers |
| Bell's Asbestos E. A.... | 15s. | $7, sellers |
| Brown & Co., H. G. ... | $50 | $5¼, buyers |
| Campbell, Moore & Co. | $10 | $5 |
| Carmichael & Co. | $20 | $8 |
| China Sugar | $100 | $118, sales |
| Dakin, Cruicks'k & Co. | $5 | $1 |
| Dairy Farm Co. | $10 | $5 |
| Fenwick & Co., Geo. ... | $25 | $24½ sales |
| Green Island Cement... | $10 | $15, sales |
| H. & China Bakery ... | $50 | $30 |
| Hongkong & C. Gas ... | £10 | $100, buyers |
| Hongkong Electric ... | $8 | $6.85, sales |
| H. H. L. Tramways ... | $100 | $95 |
| Hongkong Hotel | $50 | $33½, sales & buyers |
| Hongkong Ice | $25 | $108, sales |
| H. & K. Wharf & G... | $50 | $46½, sales & buyers |
| Hongkong Rope | $50 | $119½, sellers |
| H. & W. Dock | $125 | 182 p. ct. prem.=[$352.50, sel. & b. |
| Insurances— | | |
| Canton | $50 | $200, sellers |
| China Fire | $50 | $93½, sellers |
| China Traders' | $25 | $79½, sales & sellers |
| Hongkong Fire | $50 | $335, sellers |
| North-China | £25 | Tls. 200 |
| Straits | $20 | $28¾, buyers |
| Union | $25 | $222½, sales |
| Yangtsze | $60 | $150 |
| Land and Building— | | |
| H. Land Investment. | $50 | $71½, sales & buyers |
| Humphreys Estate... | $10 | $9.25, sellers |
| Kowloon Land & B. | $30 | $19½, sellers |
| West Point Building | $40 | $18, sellers |
| Luzon Sugar | $100 | $61, sales |
| Mining— | | |
| Charbonnages | Fcs. 500 | $72½ |
| Jelebu | $5 | $2.80, sales & sellers |
| New Balmoral | $3 | $2¼, sales |
| Oliver's Mines, A. ... | $5 | $6, buyers |
| Do. B. ... | $2½ | $3 |
| Punjom | $4 | $16, sales & sellers |
| Do. Preference... | $1 | $3.90, sales & buyers |
| Raubs | 13s. 10d. | $5.50, sales & sellers |
| Steamship Coys.— | | |
| China and Manila ... | $50 | $67½, sales |
| China Mutual Ord... | £5 | £7.10 |
| Do. Preference... | £10 | £8.10, sales & sellers |
| Douglas S. S. Co. ... | $50 | $56, sales |
| H., Canton and M... | $15 | $34, sales & buyers |
| Indo-China S. N. ... | £10 | $66 sales |
| Wanchai Wareh'se Co. | $37½ | $40, sellers |
| Watson & Co., A. S ... | $10 | $13¼ sales & sellers |

CHATER & VERNON, Share Brokers.

Shanghai, 15th May—(From Messrs. J. P. Bisset & Co.'s report.)—Banks.—Hongkong and Shanghai Banking Corporation.—Cash shares have changed hands at 184 and 185 per cent. premium, there being sellers at the close. Sales have been made for August delivery at 190 per cent. premium. Hongkong quotes buyers at 184 per cent premium. The London rate has improved to £42. Bank of China and Japan, Ld.—With reference to our remarks last week on the liability of Chinese shareholders for calls on the shares in the old Bank, we are informed by the Manager that he is advised that they are liable, and suits have already been commenced against them. Shipping.—Indo-China S. N. Co.—The decision of the Naval Court in favour of the *Onwo* has had a tendency to strengthen the market. Shares have changed hands at Tls. 47½/48 for cash, and Tls. 50 for August delivery and shares have been purchased from Hongkong at $69 for August delivery. Time shares are wanted. Hongkong, Canton and Macao Steamboat shares are wanted in Hongkong at $33.50. Docks.—Shares in S. C. Farnham & Co. have been sold at Tls. 205. Marine Insurance.—Unions were purchased locally at $222½, and from Hongkong at Tls. 216, at which shares are wanted. Yangtsze shares have been placed at $150 and $147½. Straits are wanted at $28½ and held for $29. Fire Insurance.—With exception of a sale of Chinas at $93 to Hongkong, there is no business to report. Wharfs.—Shanghai and Hongkew Wharf shares have changed hands at Tls. 127, and are offering. Sugars.—Perak Sugar Cultivation shares were placed at Tls. 45 cash and Tls. 47 for July. Time shares are wanted. China Sugar Refining shares were purchased from Hongkong at $115 cash and $118/119 for July delivery. Luzons are wanted in Hongkong at $60. Lands.—Shanghai Land Investment shares have been placed at Tls. 81 for fully paid up shares and Tls. 60 for shares with

Tls. 30 paid up. The fully paid up shares are wanted at Tls. 81, while holders ask higherrates. Industrial.—One or two lots of shares in Major Brothers have been sold at Tls. 42. Ewo Canton shares have been placed at Tls. 95. and Laou-Kung-Mow shares at Tls. 100. Miscellaneous.—Shanghai Waterworks shares have found purchasers at Tls. 250. Shanghai Sumatra Tobacco shares have been dealt in at Tls. 116. Tls. 118, and Tls. 120 cash, and at Tls 120 to Tls. 122½ for May, Tls. 125 for 15th and 20th of June, and Tls. 125 for August. Cash shares are wanted. while June shares are offering. A sale of Shanghai-Langkat Tobacco shares is reported at Tls. 675 for the 31st current. Loans.—Shanghai and Hongkew Wharf Debentures were sold at Tls. 110 plus the accrued interest. Quotations are:—

Hongkong and Shanghai Banking Corporation. - $355.
National Bank of China, Ld.—$31.
National Bank of China, Ld., Founders.—$115.
Bank of China, Japan, and The Straits, Limited, pref. shares.—Nominal.
Bank of China, Japan. and The Straits, Limited, ordinary shares.—Nominal.
Bank of China, Japan, and The Straits, Limited, deferred shares.—£2.
Indo-China Steam N. Co., Ld.—Tls. 48.
China-Mutual Steam Nav. Co. pref. shares.—Tls. 52½.
China-Mutual Steam Nav. Co. ord. shares.—Tls. £3 1s. 6d.
Hongkong, Canton and Macao Steamboat Co.—$33½.
Douglas Steamship Co., Ld.—$53½.
Boyd & Co., Ld., Founders.—Tls. 300.
Boyd & Co., Limited.—Tls. 205.
S. C. Farnham & Co.—Tls. 205.
Hongkong and Whampoa Dock Co., Ld.—$347.
China Traders' Insurance Co., Ld.—$79½.
North China Insurance Co., Ld.—Tls. 207½.
Union Insurance Society of Canton, Ld.—$216.
Yangtsze Insce. Assocn., Ld.—$147½.
Canton Insurance Office, Ld.—$200.
Straits Insurance Co., Ld.—$29.
Hongkong Fire Insurance Co., Ld.—$325.
China Fire Insurance Co., Ld.—$91½.
Shanghai & Hongkew Wharf Co.—Tls. 127.
Birt's Wharf Hide-curing and Wool-cleaning Company.—Tls. 55.
Hongkong and Kowloon Wharf and Godown Company, Limited.—$47½.
Sheridan Consolidated Mining and Milling Company, Limited.—Tls. 2½.
Punjom Mining Co., Ld.—$13½.
Punjom Mining Co., Ld., pref. shares.—$3.
Jelebu Mining & Trading Co., Ld.—$3½.
Raub Australian Gold Min. Co., Ld.—$5¾.
Shanghai Tugboat Co., Ld.—Tls. 197½.
Taku Tug & Lighter Co., Ld.—T. Tls. 115.
Shanghai Cargo Boat Co.—Tls. 207½.
Co-operative Cargo Boat Co.—Tls. 185.
Perak Sugar Cultivation Co., Ld.—Tls. 45.
China Sugar Refining Co., Ld.—$115.
Luzon Sugar Refining Co., Ld.—$60.
Shanghai Land Investment Co., Ld. (fully paid).—Tls. 81.
Shanghai Land Investment Co., Ld. ($30 paid).—Tls. 60.
Hongkong Land Invest. & A. Co, Ld.—$71.
Kowloon Land & Building Co., Ld.—$19½.
Humphreys Estate and Finance Co., Ld.—$9.40.
Major Brothers, Limited.—Tls. 42.
Ewo Cotton Spinning & W. Co., Ld.—Tls. 95.
International Cotton Man. Co., Ld.—Tls. 72½.
Laou-kung-mow Cotton Spinning and Weaving Co., Ld.—Tls. 100.
Soy Chee Cotton Spinning Co., Ld.—Tls. 300.
Shanghai Ice Company—Tls. 130.
Shanghai Gas Co.—Tls. 260.
Shanghai Waterworks Co., Ld.—Tls. 250.
Shanghai Sumatra Tobacco Co.—Tls. 120.
Shanghai Langkat Tobacco Co., Ld.—Tls. 627½.
Shanghai Langkat Tobacco Co., Ld., Founders.—Tls. 10,000.
Shanghai Horse Bazaar Co., Ld.—Tls. 66.
J. Llewellyn & Co., Limited.—$70.
Hall & Holtz, Ld.—$34½.
A. S. Watson Co., Limited.—$12¾.
Bell's Asbestos Eastern Agency, Ld —£1.
Hongkong Electric Co., Ld.—$7.

---

## CLOSING QUOTATIONS

WEDNESDAY, 20th May.

### EXCHANGE.

ON LONDON.—
Telegraphic Transfer ..............2/2⅛
Bank Bills, on demand ..............2/2⅛
Bank Bills, at 30 days' sight ......2/2 3/16
Bank Bills, at 4 months' sight ...2/2¼
Credits, at 4 months' sight .........2/2½
Documentary Bills, 4 months' sight 2/2⅝

ON PARIS.—
Bank Bills, on demand ..............2.74
Credits, at 4 months' sight .........2.79

ON GERMANY.—
On demand ..............2.22

ON NEW YORK.—
Bank Bills, on demand ..............53⅜
Credits, 60 days' sight ..............54⅛

ON BOMBAY.—
Telegraphic Transfer..............188½
Bank, on demand..............189

ON CALCUTTA.—
Telegraphic Transfer..............188½
Bank, on demand..............189

ON SHANGHAI.—
Bank, at sight ..............71¾
Private, 30 days' sight.............. 72½

ON YOKOHAMA.—
On demand ..............1 % pm.

ON MANILA.—
On demand ..............16 % pm.

ON SINGAPORE.—
On demand ..............1 % pm.

SOVEREIGNS, Bank's Buying Rate ......9.01

GOLD LEAF, 100 fine, per tael ..............46.80

---

## TONNAGE.

HONGKONG, 20th May.—The volume of business transacted during the past fortnight has been smaller than during the preceding one and at the close rates in some directions show an improvement. Saigon to Hongkong freights have increased to 10 cents, which figure is obtainable for suitable medium-sized carriers and for large boats 9 cents is offered. From Bangkok to Hongkong there is no enquiry. From Java to this prompt tonnage is wanted and a ready steamer could obtain 15 cents per picul. From Newchwang to Canton there have been several settlements at from 19 to 21 cents, the last fixture having been made at the latter figure, and requirements for immediate tonnage appear to be satisfied. Japan coal freights show a decline. Moji to Hongkong, tonnage has been fixed at $1.30, at which figure steamers are now offered. From Kuchinotzu to Singapore one settlement is reported at $1.75, but further tonnage is not wanted. Sailing tonnage.—For New York some business has been effected during the period under review, but rates at present are withheld. Owing to non-arrival the charter of the American ship *Standard*, fixed up March last, has been cancelled. For San Francisco a medium-sized ship could be chartered at a low rate.

The following are the settlements:—

*Santa Anna*—Italian barque, 646 tons, Singapore to Marseilles, private terms.

*Harrow*—British steamer, 1,702 tons, Kuchinotzu to Singapore, $1.75 per ton.

*Benmohr*—British steamer, 1,935 tons, Moji to Hongkong, $1.30 per ton.

*Hinsang*—British steamer, 1,536 tons, Moji to Hongkong and Canton, $1.40 per ton.

*Kwongsang*—British steamer, 989 tons, Newchwang to Canton, 19 cents per picul.

*Yiksang*—British steamer, 857 tons, Newchwang to Canton, 19 cents per picul.

*Frogue*—Norwegian steamer, 859 tons, Newchwang to Canton, $4,000 in full.

*Wosang*—British steamer, 1,127 tons, Newchwang to Canton, 20 cents per picul.

*Piccola*—German steamer, 875 tons, Newchwang to Canton, 21 cents per picul.

*China*—German steamer, 1,093 tons, Saigon to Hongkong, 9 cents per picul.

*Gloucester City*—British steamer, 1,409 tons, Saigon to Hongkong, $4,600 in full.

*Amara*—British steamer, 1,566 tons, Saigon to Hongkong, 9 cents per picul.

*Benlarig*—British steamer, 1,453 tons, Saigon to Hongkong, 9 cents per picul.

*Argyll*—British steamer, 1,886 tons, Saigon to Hongkong, $5,400 in full.

*Benlawers*—British steamer, 1,484 tons, Saigon to Hongkong, 10 cents per picul.

*Shelley*—British steamer, 1,267 tons, Saigon to Hongkong (part cargo), 9½ cents per picul.

*Apenrade*—German steamer, 693 tons, Saigon to Penang, 19 cents per picul.

*Tritos*—British steamer, 1,341 tons, monthly, 3 months $4,000 per month.

*Independent*—German steamer, 1,003 tons, monthly, 6 months, $3,900 per month.

---

## VESSELS ON THE BERTH.

For LONDON.—*Ceylon* (str.), *Clan* (str.), *Manila* (str.), *Ulysses* (str.).

For BREMEN.—*Karlsruhe* (str.),

For MARSEILLES.—*Sydney* (str.), ***Agapanthus*** (str.).

For SAN FRANCISCO.—*Queen **Elizabeth, Gaelic*** (str.), *City of Rio de Janeiro* (str.).

For VICTORIA.—*Braemer* (str.).

For NEW YORK.—*Gerard C. Tobey, Lucy A. Nickels, Benalder* (str.), *T. F. Oakes, Lucile.*

FOR AUSTRALIA.—*Taiyuan* (str.).

---

## *SHIPPING.*

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

### HONGKONG.

May— ARRIVALS.
12, Ingraban, German str., from Tamsui.
13, Oslo, Norw. str., from Newcastle.
13, Tamsui, British str., from Canton.
13, Thales, British str., from Taiwanfoo.
13, Utrecht, Dutch str., from Swatow.
13, Foochow, British str., from Wuhu.
13, Japan, British str., from London.
13, Ceres, German str., from Hamburg.
13, Frejr, Danish str., from Pakhoi.
13, Mathilde, German str., from Pakhoi.
13, Peiyang, German str., from Chinkiang.
14, Whampoa, British str., from Canton.
14, Nanyang, German str., from Canton.
14, Kiangpak, Chinese str., from Canton.
14, Taisang, British str., from Canton.
14, Porpoise, British cruiser, from Nagasaki.
14, City of Rio de Janeiro, Amr. str., from San Francisco.
14, Namoa, British str., from Coast Ports.
14, Bygdo, Norw. str., from Newchwang.
15, Hanoi, French str., from Haiphong.
15, Doris, German str., from Newchwang.
15, Feiching, British str., from Shanghai.
15, Stentor, Dutch str., from Singapore.
15, Catherine Apcar, Brit. str, from Calcutta.
16, Formosa, British str., from Tamsui.
16, Erato, German str., from Kobe.
16, Kwanglee, Chinese str., from Canton.
16, Lyeemoon, German str., from Shanghai.
17, Agamemnon, British str., from Liverpool.
17, Apenrade, German str., from Manila.
17, Cosmopolit, German str., from Hoihow.
17, Daphne, German str., from Canton.
17, Java, British str., from Japan.
17, Rosetta, British str., from Bombay.
17, Siam, British str., from Bangkok.
17, Strathesk, British str., from Moji.
17, Verona, British str., from Yokohama.
17, Wuotan, German str., from Saigon.
18, Sultan, Norw. str., from Bangkok.
18, Lyderhorn, Norw. str., from Kutchinotzu.
18, Foochow, British str., from Canton.
18, Doris, German str., from Canton.
18, Choysang, British str., from Swatow.
18, Ask, Danish str., from Pakhoi.
18, Nanchang, British str., from Shanghai.
18, Hinsang, British str., from Swatow.
18, Propontis, British str., from Saigon.
18, Bygdo, Norw. str., from Canton.
18, Fushun, Chinese str., from Shanghai.
18, Decima, German str., from Saigon.
19, Haimun, British str., from Swatow.
19, Feiching, British str., from Canton.
19, Marie Jebsen, German str., from S'pore.
19, Ravenna, British str., from Shanghai.
19, Benlawers, British str., from Moji.
19, Gaelic, British str., from San Francisco.
19, Sarpedon, British str., from Amoy.
20, Sungkiang, British str., from Manila.
20, Lyeemoon, German str., from Canton.
20, Cheang H. Kian, British str., from S'pore.
20, Mongkut, British str., from Bangkok.
20, Anjer Head, British str., from Saigon.
20, Machew, British str., from Bangkok.
20, Strathlyon, British str., from Saigon.
20, Triumph, German str., from Pakhoi.
20, Invertay, British str., from Moji.
20, Taiyuan, British str., from Yokohama.
20, Shantung, British str., from Sourabaya.
20, Braemar, British str., from Mororan.

May— DEPARTURES.
13, Deuteros, German str., for Amoy.
13, Yuensang, British str., for Manila.
13, Coptic, British str., for San Francisco.
13, Saghalien, French str., for Europe.
13, Albingia, German str., for Amoy.
13, Brindisi, British str., for Yokohama.
13, Caspian, British str., for Kobe.
13, Cheang H. Teng, British str., for Swatow.

13, Dante, German str., for Amoy.
13, Haitan, British str., for Coast Ports.
13, Hongkong, French str., for Haiphong.
13, Kiangnan, British str., for Swatow.
14, Benmohr, British str., for Moji.
14, China, German str., for Saigon.
14, Airlie, British str., for Kobe.
14, Loyal, German str., for Hoihow.
14, Utrecht, Dutch str., for Hoihow.
14, Vindobona, Austrian str., for Shanghai.
14, Satsuma Maru, Jap. str., for Shanghai.
14, Ariake Maru, Jap. str., for Nagasaki.
14, Chwnshan, British str., for Swatow.
14, Namyong, British str., for Amoy.
14, Peiyang, German str., for Canton.
14, Tamsui, British str., for Shanghai.
14, Whampoa, British str., for Shanghai.
15, Glenorchy, British str., for Yokohama.
15, Cowrie, British str., for Singapore.
15, Bygdo, Norwegian str., for Canton.
15, Benlarig, British str., for Saigon.
15, Doris, German str., for Canton.
15, Feechen, Chinese str., for Foochow.
15, Japan, British str., for Shanghai.
15, Kiangpak, Chinese str., for Swatow.
15, Tailee, German str., for Swatow.
15, Taisang, British str., for Shanghai.
15, Thales, British str., for Swatow.
16, Oscarshal, Norwegian str., for Moji.
16, Kong Alf, Norw. str., for Tamsui.
16, Annandale, British str., for Kutchinotzu.
16, Gloucester City, British str., for Saigon.
16, Chowfa, British str., for Singapore.
16, Frejr, Danish str., for Nagasaki.
16, Haimun, British str., for Swatow.
16, Nanyang, German str., for Shanghai.
17, Argyll, British str., for Saigon.
17, Benledi, British str., for Shanghai.
17, Ceres, German str., for Yokohama.
17, Germania, German str., for Swatow.
17, Hanoi, French str., for Haiphong.
17, Holstein, German str., for Saigon.
17, Keongwai, British str., for Bangkok.
17, Lyeemoon, German str., for Canton.
17, Mathilde, German str., for Hoihow.
17, Menmuir, British str., for Australia.
17, Namoa, British str., for Coast Ports.
17, Olympia, British str., for Shanghai.
18, Cosmopolit, German str., for Foochow.
18, Kwanglee, Chinese str., for Shanghai.
18, Rosetta, British str., for Shanghai.
18, Stentor, Dutch str., for Shanghai.
19, Java, British str., for Singapore.
19, Doris, German str., for Chefoo.
19, Agamemnon, British str., for Shanghai.
19, Bygdo, Norw. str., for Chefoo.
19, Choysang, British str., for Canton.
19, Independent, German str., for Newchwang.
19, Daphne, German str., for Shanghai.
19, Formosa, British str., for Swatow.
19, Fushun, Chinese str., for Canton.
19, Oslo, Norw. str., for Taiwanfoo.
19, St. Anna, Italian bark, for Singapore.
20, Erato, German str., for Hamburg.
20, Apenrade, German str., for Saigon.
20, Formosa, British bark, for San Francisco.
20, Empress of Japan, Brit. str., for V'couver.
20, Lyderhorn, Norw. str., for Kutchinotzu.
20, Asloun, British str., for Portland (Or.)
20, Feiching, British str., for Shanghai.
20, Foochow, British str., for Singapore.
20, Sarpedon, British str., for London.

## PASSENGER LIST.

ARRIVED.

Per *Deuteros*, str, from Saigon—Mr. and Mrs. Lassen.

Per *Vindobona*, str., from Singapore.—Mr. J. I. de Santos y Silva, and 362 Chinese.

Per *Saghalien*, steamer, from Yokohama for Hongkong—Messrs. Murray, Kennedy, and A. Ferreira. For Saigon.—Messrs. A. Bagnal and Shigukishi. For Colombo—Mr. A. Gibbs. For Port Said—Mr. L. Daridoff. For Marseilles—Messrs. Eug. Caillot, Chatelain, and Leguehennec. From Kobe for Colombo—Mr. Peermahomad. For Marseilles—Mr. and Mrs. Morgan. From Shanghai for Hongkong.—Messrs. Salomonsen, Pespersen, St. Croix, Vido, and D. Souza, and Miss Ruby Howard. For Singapore—Messrs. A. E. Ocks and R. Rijima. For Marseilles—Mr. and Mrs. Villard and infant, Right Revs. Prosper Pons and Maynet, Messrs. Vela, de Lecopolis Marzal, Le Guen, Welsky, and Mrs. Dautremer and 4 children.

Per *Caledonien*, str., for Hongkong from Marseilles—Messrs. Somaza and Holdt, Revs. Vibert and Bourguet. From Singapore—Mrs. Caisff and infant, Rev. and Mrs. Minton and 3 children, Mrs. Kelto and 3 children, Messrs. Reynold and Muis. From Saigon—Mrs. Maggie McDougall and child. For Shanghai from Marseilles—Rev. Cambriere, Messrs. William and Wong. From Saigon—Messrs. Cloter, Ferre, Berger, and Greffenlon. For Kobe from Port Said—Mr. Lyons. For Singapore—Mrs. Teya, Mrs. Sylie, Messrs. Takara, Ottayamo, and Tan Ben. For Yokohama from Marseilles—Mr. and Mrs. Pernet and 2 children, Messrs. Paul Schramn, Carl Bremer, Date, Griffith, Richardson, Ch. Eymard, Eymard, Jun., and Bonnet. From Colombo—Mr. Swaine. From Singapore—Messrs. E. Van Niash, Stend, Van Walei, Armstrong, and Otamah. From Saigon—Mr. and Mrs. Baches, Mr. and Mrs. Arnal, Mr. and Mrs. Montagne and 3 children, Mr. Grimand.

Per *Empress of Japan*, str., from Vancouver, &c.—Surg. Lieut.-Col. Eyatt, Mr. and Mrs. A. Turner, Mrs. K. Amano, Mr. and Mrs. D. W. Craddock, Mrs. A. P. MacEwen, Dr. Swan, Capt. F. A. Young, Messrs. A. Macondray, K. Tanimichi, K. Adachi, Luk Kingnan, and T. Jackson.

Per *Japan*, str., from London for Hongkong—H.M. Chief Justice Carrington, Mrs. and Miss Carrington, and Mr. Jas. Clarke. From Singapore—Mr. Otto Eckmann. From London for Shanghai—Miss Graham, Dr. and Mrs. Westwater and 2 children, and Mr. J. Waight.

Per *City of Rio de Janeiro*, str., from San Francisco, &c.—Messrs. Thos. E. Evans, H. A. Strohmeyer, A. J. Crane, B. Spain, L. L. Cornabi, and Mrs. Wedenburg.

Per *Catherine Apcar*, str., from Calcutta, &c—Mrs. D. J. Bagram and Rev. Plates.

Per *Lyeemoon*, str., from Shanghai.—Mr. Christensen.

Per *Agamemnon*, str., from Liverpool, &c.—Capt. Goodfellow.

Per *Cosmopolit*, str., from Hoihow—Captain Storm, Messrs. Petersen, Larsen, and Comree.

Per *Java*, str., from Japan—Mrs. Chope, Mrs. Niven, Messrs. Mendham, A. P. MacEwen and 4 children, J. A. C. Poote, J. C. Eaton, and Miss Archer.

Per *Verona*, str., from Yokohama for Hongkong—Mr. and Mrs. Greene, Misses Green, Mrs. and Miss Sprague, Messrs. O. Richters, D. Scoular, B. Hourodat, and R. Shewan. For Singapore—Mr. Kawa. For London—Mr. and Mrs. Rickett and 4 daughters, and Mr. Blathwayt. From Kobe for Hongkong—Dr. Ehrenfest and Miss Caldwell. For Bombay—Mr. H. Smith. For London—Mr. and Mrs. Dilworth, Mr. and Mrs. Bradbury and child. From Nagasaki for Hongkong—Messrs. T. Nagata, W. Makumoto, J. Takei, K. Morita, J. Mina, Wing Long, D. Noringa, Hana, and Miss Kaji.

Per *Rosetta*, str., for Hongkong from London—Dr. and Mrs. Maclean, Messrs. W. J. Clennell and J. Wildlaw. From Gibraltar—Mr. and Mrs. Menzies and child. From Brindisi—Mr. England. From Bombay—Messrs. E. B. Raymond and E. A. Camrudin. From Singapore—Lieuts. Paul, A. Silvano, and A. J. Craven, R.E., Mr. and Mrs. Hickie, Mr. J. Forbes. For Manila from London—Mr. J. M. Loader. For Yokohama from London—Messrs. W. J. Raymond and Mote. From Colombo—Surg.-Major McKie. From Singapore—Staff-Surg. Lory, R.N. For Shanghai from London—Messrs. Donald, Hinton, and Schulte. From Brindisi—Mr. Buchanan. From Bombay—Mr. Ezra and Master Ezra. From Singapore—Mr. Louis.

Per *Hinsang*, str., from Swatow—Mr. Thomson.

Per *Nanchang*, str., from Shanghai—Mrs. Robinson and 2 children.

Per *Fushun*, str., from Shanghai—Mrs. and Miss Carrol.

Per *Haimun*, str., from Swatow.—Dr. and Mrs. Bailey and child.

Per *Decima*, str., from Saigon—Mr. R. Rickmers.

Per *Ravenna*, str., from Shanghai for London—Mr. and Mrs. E. Hunt, Mr. W. G. Peat and Mrs. Peat and child, Rev. J. and Mrs. Bear and 2 children, Mrs. Cecil Smily and infant, Misses Culverwell and Boutwood, Messrs. H. Smale, Swallow, Bland, and H. B. Morse's two children. For Marseilles—Messrs. Kwei Ping Yong and Tong Ping-foo. For Brindisi—Mr. E. G. Hillier. For Malta—Mr. and Mrs. Curtis. For Colombo—Dr. and Mrs. Cox, Mr. W. Cox. For Singapore—Capt. Green. For Hongkong—Mr. H. B. Morse and Mrs. Morse, Messrs. Harling, O. E. Smith, W. D. Graham, John James Thomas, K. I. Shillim, and W. S. Jackson.

Per *Gaelic*, str., from San Francisco, &c.—Mr. and Mrs. Herbert Dent and infant, Mr. and Mrs. M. J. Saunders, Messrs. S. C. Long, Lee Hock Ting, and Chue Mun Sung.

DEPARTED.

Per *Coptic*, str., for Nagasaki—Mr. and Mrs. Tracklenberg. For Kobe—Mrs. Hardie, Miss Hardie, Mr. Sano. For Yokohama—Lieut. A. Lowndes, R.N., Lieut. Rowcraft, Messrs. J. C. Peter, J. A. Parsons, and H. R. Bostwick. For Honolulu—Mr. A. Reynold. For San Francisco—Mrs. Carroll and child, Mr. and Mrs. Roman Romano, Mr. D. Muir. For Pittsburg, Pa,—Rev. and Mrs. Munson and 2 children. For Detroit, Mich.—Mrs. Kelso and 3 children. For New York—Mr. Huie Ken. For London—Dr. A. L. Jackson, Mrs. and Miss Thornton, Dr. J. C. Knuttell. Messrs. C. J. Clark, H. K. van Bennekom, and C. C. Clark. For Paris—Messrs. N. Degoutin and A. Herbet.

Per *Caledonien*, str., from Hongkong for Shanghai—Mrs. M. Wood, Mrs. M. Tenny, Mr. and Mrs. F. D. Guedes, Master J. Guedes, Misses P. and E. Sales, Messrs. A. R. Marty, F. Sales, A. J. M. Gomes, F. J. Marshall, and F. M. Britto. For Kobe—Messrs. P. M. N. da Silva and P. Schabert. For Shanghai from Marseilles—Mrs. Wong and 2 children, Rev. Cambreiere, Messrs. Wong and William. From Saigon—Messrs. Clotes, Ferre, Berger, and Greffenton. For Kobe from Port Said—Mr. Lyons. From Singapore—Mrs. Teya, Mrs. Sylie, Messrs. Takara, Othayama, and Tan Ben Cook. For Yokohama from Marseilles—Mr. and Mrs. Bernet and 2 children, Messrs. Paul Schramm, Carl Bremer, K. Date, Griffith, Richardson, Ch. Eymard and daughter. From Colombo—Mr. Swaine. From Singapore—Messrs. E. Van Neattz, Stend, Van Walier, Armstrong, and Otamah. From Saigon—Mr. and Mrs. Bacher, Mr. and Mrs. Arnal, Mr. and Mrs. Montague and 2 children, Mr. Grimaud.

Per *Saghalien*, str., from Hongkong for Saigon—Revs. Montmayeur and Raclot. For Singapore—Mr. R. H. W. Hughes. For Colombo—Major W. D. Linnly. For Marseilles—Lieuts. Knox and W. R. W. Digby, Capt. R. Schuldt, Rev. Mathon. From Shanghai for Singapore—Messrs. A. E. Ocks and Rijimo. For Marseilles—Mr. and Mrs. Villard and child, Revs. Prosper Pons and Mayont, Messrs. Veler, Le Lecopolis Marzal, Le Guen, and Welsby, Mrs. Dautromer and 4 children. From Yokohama for Saigon—Messrs. Bagnal and Shigukishi. For Colombo—Mr. A. Gibbs. For Port Said—Mr. L. Dandoff. For Marseilles—Messrs. Eug. Caillot, Chatelain, and Leguehennec. From Kobe for Colombo—Mr. Peer Mahomad. For Marseilles—Mr. and Mrs. Morgan.

Per *Haitan*, str., for Twatow—Mr. Rump. For Amoy—Mr. Tan Ching Hook. For Foochow—Messrs. G. Siemssen, O. S. Barff, Linen, H. J. Williams, Holthe.

Per *Yuensang*, str., for Amoy—Messrs. Catala, Palan, and Noval, and Capt. G. Sachse. For Manila—Mr. and Mrs. Wookey and 3 children, Messrs. Murray and Somoza.

Per *Airlie*, str., for Kobe—Mr. Gill.

Per *Satsuma Maru*, str., for Shanghai—Mr. Edw. Johannsen.

Per *Hongkong*, str., for Hoihow—Revs. Zimmermann and McCandliss. For Haiphong—Mr. Alfred Prais, Mr. and Mrs. Lanson, Mr. Baglin.

Per *Olympia*, str., for Yokohama—Mr. F. J. Norman. For New York—Rev. W. D. Lelacheur.

Per *Java*, str., for London from Hongkong—Mrs. Dickie and 3 children, Mr. and Mrs. V. Dent and child, Mrs. H. Carmichael, Messrs. H. E. Phillip, E. Eason, Chas. Whitlock, Jas. Woodrow, and Thos. Elliott. From Yokohama—Mrs. Chope. From Shanghai—Mrs. L. Niven, Mrs. G. F. Graham. For Port Said from Shanghai—Messrs. Min Keung Sish and Chow Siok Miou.

Per *Rosetta*, str., for Shanghai from Hongkong—Capt. Armstrong, Messrs. T. Albrecht and E. B. Raymond. From London—Messrs. Mote, Hinton, and Schielle. From Brindisi—Mr. Buchanan. From Singapore—Messrs. Louis and Otto Eckman.